

The Hongkong Telegraph.

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REUTER'S TELEGRAMS.

BRITAIN AND MESOPOTAMIA

IMPORTANT DEBATE IN PARLIAMENT.

London, June 23.
In the House of Commons on a vote for £10,000,000 on account of the Army, Mr. Asquith moved a reduction by a million. He complained that of a standing Army of 338,000, 167,000 would be employed outside the Empire. Referring to Mesopotamia, Mr. Asquith adhered to his previous conviction that it would be sound policy, both on financial and political grounds, to withdraw and concentrate the force. He estimated the cost of the operations in Mesopotamia at £15,000,000 for the year and considered it totally inconsistent, if not in fundamental violation of the principles of the League of Nations Covenant, that consideration of all and cotton should determine the policy of the Government. Britain had no legal footing in Mesopotamia. He maintained that the mandate should be confined to parts within reach of the Persian Gulf, and Mosul be placed under native administration.

Mr. Lloyd George strongly denied that there had been any change in the Government's intentions regarding Mesopotamia. Dealing with Mr. Asquith's argument for a withdrawal, he declared that if we had cleared out of Mesopotamia there would have been civil war. Then, when the League of Nations said "We have made you mandatory," Britain would have to organize another expedition costing £15,000,000 to £20,000,000 to reconquer the country. To say you would only clear out of Basra until the League of Nations asked you to reconquer the country was a most preposterous suggestion. Mr. Asquith seemed to forget that he was responsible for the Sykes-Picot agreement, under which the British were responsible for the whole Vilayet of Baghdad. The view then was that we should accept responsibility for the whole of Mesopotamia. What possible defence could be made for a retirement to the marshy end of Mesopotamia?

Regarding Mosul, Mr. Lloyd George said we consider it at present essential to the proper administration of Mesopotamia that Mosul should form a part thereof. The leading people of Mosul had petitioned the Government in favour of the union of Mosul and Mesopotamia. He did not doubt that the Arabs would prefer to be treated as a unit. There was unity of race, population and religion, there was a desert between them and Syria, and nothing between them and Baghdad. Lord Kitchener considered the mountains north of Mosul the strategic boundary of Mesopotamia.

Regarding oil, Mr. Lloyd George declared that no arrangements had been made with private companies. The whole oil property in Mosul belongs to the Arab State, subject to pre-war arrangements with Turkey, because it was necessary to safeguard the interests of Americans.

It would be most undesirable to make arrangements fettering the Arab States. It was essential that the Arabs should have the oil deposits of Mosul for the development of Mesopotamia. The Civil Administrations in Palestine and Mesopotamia were both paying their way. He repudiated the idea that the League of Nations might decide who would be mandatories, thereunder and that it might be possible to hand over even to Germany mandates for countries which cost us hundreds of millions to emancipate. President Wilson never advocated that view, but the League could consider a mandate if its terms were abused or the natives oppressed. He proposed to take the views of leaders of the Arab population as to the best method of establishing a Government and as soon as a new Government was established expenditure would decrease and the forces necessary be negligible.

Turning to the question of the Dardanelles and the Bosphorus, Mr. Lloyd George said it was perfectly true that we were undertaking more than we anticipated. He believed France and Italy would be able to contribute an equal share in course of time. News from Asia Minor was much more favourable than alarmist telegrams depicted. He did not believe it possible to make any peace in Mesopotamia or that quarter of the world unless we make it clear that our policy must be carried through, namely, the releasing of the non-Turkish populations from Turkish sway.

Mr. Lloyd George concluded:—We are working our way out of the difficulties, but we must keep steady. Not a farthing will be spent except to carry out our mission; then those countries will bless us and we shall have done something adding lustre and glory to our great Empire.

Mr. Asquith's motion was defeated by 253 votes to 50.

INDIA AND THE LEAGUE

London, June 23.
In the House of Commons, replying to Sir J. D. Rees, Mr. Montagu stated that it was intended that India be represented at the next International Labour Conference. Membership of the League of Nations necessarily entailed expenditure by the participating countries, but membership would be very valuable to India.

THE NAURU AGREEMENT.

London, June 23.
In the House of Commons, replying to Capt. Wedgwood Benn, Col. Le-lie Wilson stated that the Nauru Agreement was not submitted to the recent meeting of the Council of the League of Nations. The Government opined that the Agreement did not require to be so submitted.

THE DUKE OF YORK.

London, June 23.
In the House of Lords, the Duke of York took his seat. He was introduced by the Dukes of Connaught and Northumbria, with the usual ceremonial. H. M. the Queen, Princess Mary and many Peers were spectators in the Peers' Gallery.

ALLIED CONFERENCE.

Paris, June 24.
The Allies have sent a Note to Germany forbidding the construction of civil or military aircraft, until three months after the cessation or delivery of existing material.

The Allies have refused to allow Turkey a further extension of time for the signing of the Treaty.

REUTER'S TELEGRAMS.

TO FIGHT TYPHUS EPIDEMIC.

APPEAL BY LEAGUE OF NATIONS.

London, June 24.
The League of Nations has appealed to the Governments of all countries for funds to combat the typhus epidemic and other diseases in Poland and surrounding countries, and to prevent its spread to other countries. The appeal says every country in the world, either from geographical position, commercial interests, or humanitarian motives is concerned with the giving of such help. A minimum of £2,000,000 is required, and the British Government had agreed to provide immediately £50,000 without prejudice to the final amount. The League has also asked the League of Red Cross Societies in Geneva to issue a general appeal for funds to the peoples of all countries in the world.

THE IRISH SITUATION.

BETTER NEWS FROM DERRY.

London, June 23.
In the House of Commons, the Right Hon. Denis Henry stated that information had been received this morning that Londonderry had a comparatively quiet night. Civilians fired occasional shots but it was unnecessary for the troops to fire. All was quiet after 11 o'clock this morning.

Replying to Col. Ashley, Mr. Bonar Law stated that the Government's policy now was that persons convicted of offences in Ireland who hunger-struck must face the consequences of their action.

ANTI-DUMPING BILL.

GOVERNMENT TO PROCEED WITH IT.

London, June 23.
In the House of Commons, Mr. Bonar Law announced that the Government intended to proceed with the Anti-Dumping Bill, but it would not be possible to introduce it before the Recess.

LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

PRECAUTIONS AGAINST ANTHRAX.

Singapore, June 24.
The High Commissioner has prohibited the importation into the F. M. S. of all shaving brushes manufactured in or exported from the Empire of Japan.

TO-DAY'S CHINESE TELEGRAMS.

THE ANKITS.

Shanghai, June 24.
The Anki Party has declared that it will not surrender the post of Ministers in the Financial or Communications Departments, but will only give up the Ministry of Justice.

PEACE PROPOSALS.

Shanghai, June 24.
For settling the present differences and securing the union of the country, Chang Chok-lin proposes, first, to let Chin Wan-pang reorganise the Cabinet; second, the Peace Conference to include all the five provincial authorities of the Southwest; third, removal of the Hunan Tschun (Chang King-yao) and appointment of a new Tschun; fourth, negotiations with the Southern Government for the evacuation of Chongshu.

THE HUNAN TROUBLE.

Peking, June 24.
Information from Hupé's states that the Southern troops are now proceeding to attack Yochow.

EARLIER TELEGRAMS.

U.S. PRESIDENCY.

New York, June 22.
J. Shaw, Kansas City delegate at the Democratic Convention, in an interview, declared the nomination of Pres. Wilson for a third term impossible owing to the President's health. The announcement is attributed to recent reports that Pres. Wilson desired to be elected a third time.

SHIPPING RATE WAR.

New York, June 24.
Leading American traders predict that an ocean rate war will follow the enforcement of the Merchant Marine Act, which will be generally welcomed if it results in lowering excessive passage and freight rates. Senator Jones, interviewed, advocated the closest co-operation between shipping and railroads and declared that America will fight hard in the inevitable struggle.

AMERICAN RAILWAY TROUBLE.

Washington, June 24.
The leaders of the so-called Insurgent Workers have summoned a convention of Railway workers at Chicago on 29th inst. for the purpose of perfecting the organisation of one big union of railroad-men.

ASSISTANT SECRETARY TO U.S. TREASURY.

Washington, June 24.
Mr. Parker Hilbert Junior has been appointed Assistant Secretary to the treasury.

CHINA COAST PAY.

MEN MEET OWNERS.

We understand that last evening a meeting of the officers and engineers engaged on vessels under the control of Messrs. Jardine, Matheson and Company was held at Messrs. Jardine's offices. There were present the Hon. Mr. John Johnston, Mr. E. A. Acock, Mr. C. E. Holmes and Capt. Wheeler, Marine Superintendent of the Indo-China Steam Navigation Company, limited.

The meeting was called to discuss the petition that was made by the Marine Engineers' Guild and the China Coast Officers' Guild for an increase in pay of their members.

Although the initiative in the matter was taken by the two Guilds, the latter were not represented, and the owners and men discussed the matter among themselves.

The reason why the meeting took place yesterday was because of the opportunity that was presented by the large number of Jardine's boats in harbour. The primary object of the meeting was to place before the officers and engineers the position of the Indo-China Navigation Co., Ltd., and how the demands made by the Guilds would affect the Company.

The agents, Messrs. Jardine, Matheson and Company, had no intention of ignoring the Guilds; their desire was to explain matters clearly to their employees. Some of the men, we are told, did not know that the Guilds had made representations for an increase of fifty per cent.

The demands are many, and the character of them are characterised as unreasonable. We understand that Messrs. Jardine, Matheson and Company will communicate later on with the Guilds.

The China Navigation Company, whose agents are Messrs. Butterfield and Swire, will be affected by the demands made by the Guilds, but it is not known whether a meeting of the men employed on the Company's vessels will be held here or in Shanghai, though it is probable it will be held at the latter place.

ARAB DESERTERS.

Three Arab seamen were charged before Commander C.W. Beckwith, R.N., Marine Magistrate, this morning, with deserting from the s.s. Devanha, on the 22nd inst., in Hongkong.

The defendants said that they were beaten every day by the Indians on board, and that was the reason they deserted. They asked to see the Captain, but they were not allowed to do so.

A representative of the P. and O. Company said that the local office knew nothing about the men's deserting. They must have given themselves up. The steamer did not report the matter to them before leaving Hongkong. The Devanha had left for Shanghai and had not arrived there yet. She was expected here on the 16th of next month.

Commander Beckwith ordered that the men be kept in a board-house or in the Sailors' Institute until the Devanha came into port, and that all expenses be paid by the Company.

ABANDONED STEAMER.

The American steamer Lake Stolt, which ran on rocks off the Goo Islands about five weeks ago, has been abandoned. There being no hope of profitable salvage. Two large holes have been created in the hull, according to reports by divers. The salvage steamer, says the Nagasaki Press, has returned to Moji, and Captain Peterson, the Master of the wrecked vessel, has proceeded to Nagasaki.

MR. A. G. GORDON.

DIES ON VOYAGE HOME.

The community in general, and local Scotsmen in particular, have learned with intense regret of the death of Mr. A. G. Gordon, head of the firm of Gordon and Company, general managers of the Hongkong Steel Foundry, which took place at Bombay on Monday last, at the age of 67 years. The deceased gentleman, who had recently been in indifferent health, left Hongkong on May 27th aboard the P. and O. steamer Novara, in the company of his wife and daughter, Miss J. Gordon, his purpose being to undergo treatment at Home and to return to the Colony in the latter part of the year. Yesterday, however, news reached Hongkong by cable that he passed away at Bombay, and it was received by his numerous friends with the utmost sorrow, for the late Mr. Gordon was one of the oldest and most highly esteemed residents of the Colony.

The late Mr. Alexander Grant Gordon, M.I.N.A., M.I.M.E., had resided in the East for more than forty years, after being trained as an engineer on the Clyde. He joined the China and Manila Steamship Company, now no longer in existence, of which he subsequently became marine superintendent, and in this connection he was largely concerned in the construction of the Rubi and the Zafiro, boats which will be remembered by many residents as running between Hongkong and the Philippines. He was also consulting engineer of Brick and Tile Works at Deep Water Bay and marine superintendent for Shawan, Tames and Company. He was a surveyor of the Marine Board of Underwriters of Philadelphia and San Francisco and under the Hongkong Government was a surveyor of boilers of private steamships. Since 1893 he had been principal of the firm of Gordon and Company, and he was the founder of the Hongkong Steel Foundry, to the successful management of which he devoted great attention and which he built up to its present position in face of great difficulties. He had, in fact, made this enterprise one of his life's chief interests and he was always optimistic of making the venture a success and a credit to the Colony.

The late Mr. Gordon was proud of his Scottish nationality and was ever prominent in the activities of the community. He was the last survivor of the Caledonian Society, which later became the Hongkong St. Andrew's Society, of the latter of which he was one of the founder members and later became President. In the many war-time fetes, etc., organised by the Society he was a keen and enthusiastic worker. He was also one of the oldest members of the Institution of Engineers and Shipbuilders. In private life, "Sandy" Gordon, as he was affectionately termed, was a most charming man. He had a most bright and breezy disposition, was well-endowed with native wit and few could excel him as a story-teller. He leaves a bright and cheery memory behind him, and by his death many have lost a real and genuine friend. For his family the sympathy of the whole Colony will be felt.

DON'T FORGET.

TO-DAY.

Theatre Royal.—Humphrey Bishop—9.15 p.m.
Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

SEYMOUR ROAD FIRE.

WAS IT ARSON?

In regard to the fire at Seymour Road which was briefly reported in yesterday's Telegraph, further reports indicate that arson may have been attempted.

The fire, which broke out amongst some stores in the basement of the building, which is one of those in the locality tenanted by the better class of Chinese, was discovered by a servant girl from another house. She gave the alarm, but owing to the suffocating volume of smoke which ensued from the basement, the inmates could do nothing but await the arrival of the Fire Brigade. On their arrival, the floor above the basement was broken through and hoses were directed, and in a short period of time the flames were extinguished.

Recalling incidents which from their suspicious nature were thought to have some connection with yesterday's fire, the inmates stated that on the previous nights unsuccessful attempts had been made by burglars to break into the building, but they found that the doors, strongly barred, were an obstacle that could not be overcome.

One of the house servants has now come forward to say that on one of these occasions, when she was behind closed doors, she heard a burglar say that he was desirous of getting rich, and he entreated her to open the door.

Suspicious that the fire had been caused by her were directed against an amah who in consequence was yesterday summarily dismissed. The woman was only recently engaged, but during the short period of her service she had managed to receive continual visits by a number of men friends. The circumstance were the more suspicious from the fact that a few days ago this same amah set fire to some curtains, but the timely discovery of it prevented the development of a calamity.

The inmates of the house were subjected to the shock of another alarm at about 9.15 last night when a fire again broke out in the basement. It began amongst a quantity of clothing. The fireman again had to attend but it turned out to be an easy task, for the outbreak was quickly extinguished.

It was discovered that the fusing of an electric wire had caused the outbreak.

DAY BY DAY.

A foki of a shop is reported to have experienced an unpleasant contact with a band of highway robbers. With a sum of \$400 belonging to his master in his pocket he was waylaid at Bonham Strand West yesterday by three men who surrounded him, and under a threat of being murdered with a dagger, he was forced to surrender his money. The robbers used violence on him. He was dashed to the ground, and, after getting what they wanted, the robbers departed.

A passenger of an Aberdeen Ferry boat jumped overboard at 1 p.m. yesterday while the vessel was off the Ko Yuen Restaurant on its way from Hongkong to Aberdeen. In spite of the plucky efforts of a foki of the launch who jumped overboard in an endeavour to locate the unfortunate man, the long search which the launch kept up on the spot was without result. The presumption is that he was drowned immediately after the fall into the water.

TO-DAY'S EXCHANGE.

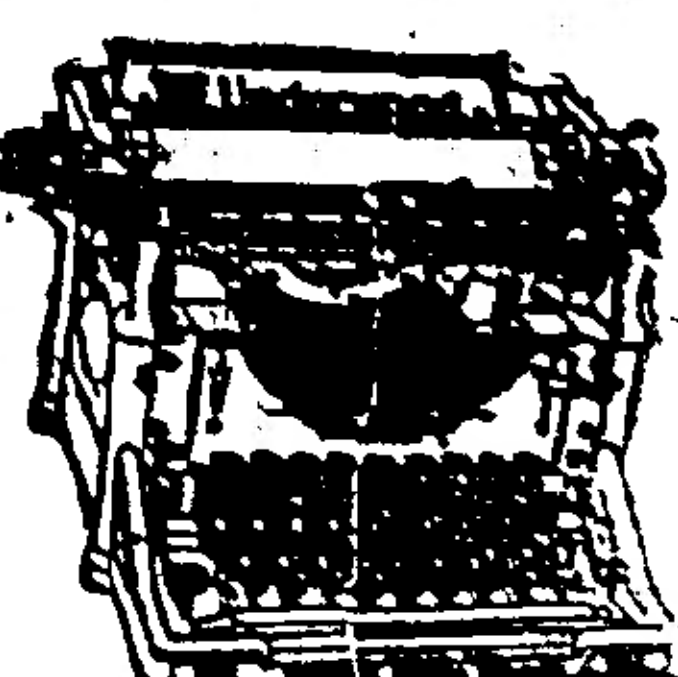
The closing rate of the dollar on demand, to-day was 2s. 1d.

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PROBATE ACTION.

IMPORTANT HONGKONG JUDGMENT.

THE LAW REGARDING CONCUBINES.

The acting Chief Justice, Mr. H. H. J. Compere, gave judgment yesterday in an interesting Chinese case which has been pending since 1913, in which several lakhs of dollars are involved. A Chinese woman named Ho Cheng Shi claimed, as administratrix of the estate of one Ho Wo Lam, from Ho Ngok Lau, for an account of the deceased's share in the Wah Kee firm in Hongkong, on behalf of Ho Shau Yan, a lad 15 years old, who was adopted in infancy by Ho Wo Lam.

Mr. Eldon Potter and Mr. F. C. Jenkin, instructed by Mr. M. W. Lo, appeared for the plaintiff, and the Hon. Mr. E. H. Sharp, K.C., and Mr. C. G. Alabaster, instructed by Messrs. Wilkinson and Grist, appeared for the defendant.

The judgment is as follows:—

The plaintiff who is the administratrix of the estate of Ho Wo Lam deceased claims from the defendant an account of the deceased's share in the business of the Wah Kee firm and payment of the amount found due. The defendant pleads, among other defences which are not now relied on, first—that upon the death of the deceased, a domiciled Chinese, his property passed to, and vested in, his widow, one Ho Ng Shi, until, on the adoption of a son in 1902, the property passed to, and vested in that son so that there is not, and never has been, any estate of the deceased outstanding. Consequently there is nothing now left to administer.

The history of this case is shortly as follows:—The deceased died in 1897 leaving him surviving, a wife, Ho Ng Shi, and a concubine, the present plaintiff, but no issue. In 1902 a son was formally adopted to him by the family. Subsequently Ho Ng Shi died. In 1915 the present plaintiff was elected his guardian by the adopted son then an infant. Having as such guardian obtained letters of administration she commenced this action against the defendant, the brother, and formerly the partner, of the deceased.

The first question is as to the defendant's plea. The really definite evidence before me upon this point is that of Mr. Ross. This witness does not agree that the estate ever vested in the widow. On the question whether it has vested in the adopted son, he is not quite so clear. But on the whole I think that his opinion is that property in China does vest in the son contingently perhaps and subject to a possible divesting on the happening of some subsequent event. The son may be in the position of a presumptive or "qualified" heir under the old English law. This is how I construe this part of the evidence. Mr. Ross lays stress on the fact that in Chinese law no representation is necessary, and that the person entitled, takes by direct succession.

I will assume for the purposes of this case that by Chinese law the son has become, to adopt a term of French law, donee of the universality of the succession of his ancestor. (See Vanquelin v. Bourard 33 L.J. (P. 74).) What are the legal consequences that flow from this position? The result, says counsel for defendant, is a complete deadlock. The appointment of the administratrix is for technical reasons unavailable—it cannot at any rate be questioned in this Court. But it must be treated as nugatory and of no effect for the simple reason that there is nothing outstanding which the administratrix can deal with.

I am referred to Captain Elliot's proclamation 1, Kyse 4; to Ordinance 3 of 1873 sec. 5; to Ordinance 1 of 1877 schedule (2); and to Ho Tsz Tsun's case 10 H.K.L.R. 69. This case is cited for the doctrine that in Hongkong a dual system exists: Chinese estates fall under Chinese law, which is for this purpose the lex loci; and the estates of non Chinese under the general law of the Colony. Reference was also made to Vanquelin's case 33 L.J. (P. 74). Diddheim's case 1909 2 Ch. 151; In the Goods of Dost Aly Khan 6 P.D. 6.

To sum up shortly: the effect of Mr. Sharp's very able argument is as follows: It is unnecessary to obtain representation in the case of a Chinese estate, as there is no estate outstanding and nothing to administer; the grant is therefore a mere nullity. The plaintiff's answer is that the

language of the Probate Ordinance is wide enough to include, and necessarily includes Chinese estates in the Colony: that the machinery provided is universal, and is quite irrespective of the Chinese usages touching distribution.

I agree with Mr. Potter that the only question before the Full Court in Ho Tsz Tsun's case 10 H.K.L.R. 69 was—what was the law governing the distribution of the leaseholds of a Chinese intestate? The importance of the decision lies of course in the recognition for the first time in this Court of the principle that in this connection domicile is immaterial, and that the Chinese law of distribution is part of the law of the Colony. But the decision goes no further. It is interesting to note that the intestate in that case arose on a bequest for ancestral worship being found bad as offending against the perpetuity rule; a decision, as counsel points out, in itself completely subversive of a highly cherished Chinese usage.

Up to 1915 when this case was decided it was apparently the practice to apply the law of the domicile in the distribution of Chinese assets. Ho Tsz Tsun's case recognised a new principle of distribution; but did not I think touch in any way the local machinery of distribution.

The Probate Ordinance purports to provide a procedure applicable to all estates within the jurisdiction. Our system constitutes a representative of the estate, with whom persons concerned can safely deal: a machinery is set up for the collection of assets, the payment of debts, and eventual distribution to the persons entitled. Nothing could be more comprehensive than the terms of sec. 16 of the old Ordinance 6 of 1845 conferring jurisdiction on the Supreme Court "with power to grant Probates of the last wills of all of all or any of the inhabitants of the said Colony and all other persons who shall die and leave personal effects within the said Colony," and to commit letters of administration to the persons aforesaid, who shall die intestate." Take Ordinance 1 of 1876. It exempts from the requirements of the general law as to form, wills of Chinese, wherever domiciled, made according to the custom of China.

I think it is a fair comment that if Chinese testators are within the general law until exempted, Chinese intestates must also be within that law. Ordinance 1 of 1877 is concerned only with distribution and with priority. The old Probate Ordinance 6 of 1845, sec. 9 provides for the proof of Chinese law when it is needed for administration. This Ordinance amends Ordinance 3 of 1850 and must be read with it. When so read the intention is clear. The machinery of administration set up by the earlier Ordinance remains untouched.

I come next to the Probate Ordinance 1870. The general jurisdiction of the Court in matters of Probate and administration is continued by sec. 3. By sec. 2 "estate" or property of the deceased persons includes property passing on death. Sec. 14 gives power to the Official Administrator to take possession of the property of any deceased person which may be found within the Colony; and to provide for its safe custody until probate or administration is granted by the Court. Sec. 18 vests the estate of any intestate, until administration is granted, in the Official Administrator. Sec. 19 confers summary powers in the case of small estates. Sec. 21 provides for certain exceptions not directly material here. Sec. 31-34 are again perfectly general in their terms. There is no exception express or implied of Chinese. Sec. 60 practically reproduces sec. 9 of Ordinance 9 of 1870. It is, I think, an implicit recognition of the necessity for administration.

How is it possible looking at the Ordinance as a whole to find that Chinese estates are not within its scope? Take again the New Territories Ordinance 34 of 1910 an enactment concerned with a district of the Colony inhabited almost entirely by Chinese. Sec. 29 expressly recognises the jurisdiction of the Probate Court but provides an alternative procedure. I pause here to sum up my conclusion on this important question: my remarks are confined entirely of course to the scope of the present action. I think that only that part of Chinese customary law which relates to distribution of assets has become the law of the Colony. If this is so the Chinese custom that property on death vests directly in a successor has no application to Hongkong assets. If the matter was ever doubtful, the doubt has been removed by the Probate Ordinance. This part of the defence therefore fails.

I do not propose to deal at length with the case of Vanquelin v. Bourard because I think that if it were held in that case that representation is unnecessary where there are assets in England of a domiciled Frenchman—such a decision was unnecessary to the determination of the question actually before the Court, and may be treated as obiter.

There is a subsidiary point arising out of this question which is raised by paragraph 7 of the amended statement of defence. It is urged that it is contrary to Chinese customary law to allow this plaintiff who is a woman, the concubine of the intestate, to administer his estate. This is supported by the evidence of Ho Chui Pong who was called as an expert. I do not attach great weight to his testimony. He is a clan-man and a fellow villager of the defendant; and apart from this his demeanour was not altogether that of an unprejudiced man. I prefer to take what was said on this point by Mr. Ross who is of course an entirely independent witness. It appears that in China, as in some other countries, the female sex is under certain disabilities. "No Chinese," says Mr. Ross, "would accept a woman's signature in my opinion. He would immediately regard it as fraudulent or forged."

Mr. Ross adds that if, after the father's death, the widow or concubine desires to obtain information of the child's property, she would go to the head of the family and ask for an explanation. She would then be entitled to know the precise circumstances of the child's share; what it is worth. She would not be entitled to get anything that was not customary. If it had not been the custom to have an annual balance sheet, she would not get one; if it had not been the custom to have a chartered accountant, she would not be entitled to demand the services of one. She would not be entitled to nominate an outsider to examine the books on her behalf, unless it had been the custom. If she were not satisfied with the answers given by the head of the family, she would then appeal to the elders of the clan. They would enquire into the matter and if they were satisfied she could do no more. If indeed the child is an adopted child she has a further appeal, to the natural parents, who would enquire from the elders of the clan. If the natural parents express themselves as satisfied, "I do not think," says Mr. Ross, "that any Court in China would listen to a widow or a concubine in such a situation. A concubine in China cannot sue any member of her husband's family. If she went to a Magistrate he would refer her to the elders of the clan. It is quite unthinkable for an adopted child to sue one of the persons who have actually adopted him. It is equally unthinkable that any one should sue on his behalf. If the person sued paid over a share to a concubine, as

suing, he would certainly be held liable by the elders of the clan to make good the amount. The boy when he grew up would go to the elders, and ask for his share, and, if it had been paid to a concubine, he would complain he had been swindled, because in China no one pays big sums of money to family concubines. She might remarry, and she would then take the whole of the money out of the family.

So much for the disabilities of a woman, especially a concubine, in China. The answer is, I think, that the status of a woman is different in our law. She is competent to be administratrix, and as such to do anything that may be necessary for the administration. In dealing with assets which are ex hypothesi Hongkong assets her status under the law of China is immaterial. In dealing with an estate in Hongkong it cannot be material that the proper tribunal in China would be the elders of the clan, or that she must manage the property under their direction during the minority of the person entitled. The place of such tribunals is taken in this Colony by our own Courts. It is clear indeed from Mr. Ross' evidence taken as a whole that this plaintiff became upon the death of the wife the guardian of the estate during the minority of the adopted son. She might of course be displaced by the appropriate tribunal in case of mismanagement; subject to this safeguard she would collect the assets. Subject again to this general control the care of the minor and of his estate would be in her hands until his majority. She is therefore designated as the appropriate person for our Courts to appoint as administratrix in Hongkong. In fact as Mr. Potter points out she was in 1912 the only person to whom the grant could have been made.

The persons then available were (1) this plaintiff whom Mr. Ross describes as the automatic guardian; (2) the present defendant who was and still is the managing partner of the very firm of which accounts are claimed; (3) the third brother who, at that time, claimed to be still a partner. As to the alleged dangers of maladministration of the estate by the plaintiff, whether as administratrix or as trustee, I need only observe that the safe-guards provided by our law are sufficient to protect the interests of the minor; and that this can be effected in a manner consistent with Chinese sentiment. On other points arising on the evidence of Mr. Ross, which I shall deal with very shortly. He says that no member of a family partnership can withdraw his share except with the consent of the other members. This is the construction apparently which he puts upon the partnership agreement.

If this is so, and if it had been pleaded, it might afford a good defence to the claim for payment.

By our law of course it may be agreed that a partnership shall not be dissolved by the death of one member. Partnership Act see Pearce v. Chamberlain 2 Ves. Sen. 33. But the point has never been pleaded, and furthermore the defendant has never objected to a partnership. She might have offered it: his only objection was to the plaintiff as administratrix of the estate.

The next point is raised by para. 8 of the amended statement of defence. "Both at the time when Ho Wa Sang was the sole owner of the business, and subsequently, when it became a partnership, the office at Canton in China was and is the head office. The Wa Ki was not a different firm, but was the name given to the Hongkong branch of the business. Such investments as have been made have been effected with the assets of the whole business." This para., of course, speaks for itself. The Hongkong and Shanghai Bank, which has a head office in Hongkong, and branches in various parts in the East, is cited as a parallel case. Now what do we know about these firms, and what are the materials put at our disposal? The plaintiff, of course, can tell us very little. She has not had access to the books, and she has no personal knowledge of the circumstances of the business.

The defendant is in a very different position. He was from the very beginning intimately associated with his brother, the founder of both firms. He came to Hongkong as manager of the Wa Ki in 1883. In 1893, on the death of the second brother, he went to Canton as manager of the Po Cheung. In 1894 he became a partner. In 1897 he returned to Hongkong which has been since then his permanent residence. Since 1897 he has been in general charge of all the branches, with a salary manager in Canton. He has been in full charge of the various and important activities of the Wa Ki. The old books of both firms are in existence and Mak and Tong, former accountants and very old servants of the family, are still alive.

Nothing should have been easier than for the defendant to put before the Court a short and lucid account of the business as a whole. I am sorry to say that he has not made the smallest attempt to do anything of the kind. He has called neither Mak nor Tong nor has he produced any of the books. Plaintiff, he says, is not entitled to see the books because her claim to an account is denied. If he had shown himself a straightforward witness, honestly endeavouring to put the facts before the Court, there would be no point in the criticism that he is withholding the books, as he has no doubt the right to do. But his evidence is very unsatisfactory. In cross-examination on collateral matters such as the complicity of the

(Continued on Page 3 and 4)

NOTICES

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LAWN TENNIS.

HINTS ON DOUBLES PLAY.

Mr. H. Roper Barrett, (England's International Player), writes in a Home paper as follows—

Persistent practice together until both rackets seem directed by a single mind.

This is the beginning and end of my advice to those who would be successful in doubles.

The Brothers Doherty, throughout their long career, were very rarely defeated; they were an ideal pair, whom all British players should seek to emulate. But I imagine it will be a long time ere we see their like again. Born players were they, and also a natural pair.

Many men may be found among the first flight in the lawn tennis world, who are made players. Possessing no genuine genius, they have acquired a high standard of skill by continuous and assiduous practice. All the more credit to them, perhaps, but unhappily, they seldom form effective material for a doubles pair.

The Dohertys were able to enjoy well learned rest, and when they wished walked back straight into their best game. Such a light and airy nonchalance is impossible to the made player. He dare not desert the courts for long, his dearly acquired proficiency is so nearly lost.

THE COMPLETE PARTNERS.

It was the happy natural genius for the game of the immortal brothers, that rendered them so irresistible in alliance. Formidable alone, they were, perhaps, even greater together, each could absolutely rely on the other. There was no necessity to squander all the precious half seconds at a crucial moment in a close match by faking round to make certain the partner was in his place.

The fact that the Dohertys, the greatest pair in the history of the game and other well known combinations like the Blandings and the Allens were all brothers, shows the advantage of a close partnership and constant practice.

I have watched double pairs in action, who had joined forces because the two were introduced at a dinner party, and found each other congenial company. Something more tangible than an approval of the same brand of after-dinner amusement must form the cement of a partnership in tennis.

We cannot all be brothers, to acquire the intimate gifts of the Dohertys. No one knows me better than I who played against them in their prime, and unopposed two of their most memorable matches.

One of the first things the aspirant to doubles play must master is the volley. A well-placed service and vigorous overhead are almost as important. With these potent factors the Australians achieved most of their successes, bearing in mind that their services were very fast and very accurate.

They also followed by natural inclination, the advice given at the opening of this article, and Colonials find doubles with its team play and thrill of comradeship more congenial than the solitary single. Thus they are always playing doubles, and if the Australian pairs which elope with the championships are not brothers by birth, they are by play.

THE VIRTUE OF LOBBING.

The net is almost a second home to a first-class pair. While they are on a tennis court they live as near the net as it is possible to be, and net play is the soul of success when four rackets are at work. A good rule to keep

in mind is—Never allow your opponents to see your feet.

If a good player can get a glimpse of the toes of an opponent by looking over the top of the net he ought to be able to finish the rally there and then. Therefore, stand near enough to the net to be able to touch it with your racket, by slightly leaning forward.

If I were a lawn tennis coach I should first teach budding champions to lob—lob high, deep, and often. During my first few seasons I did little else, and actually won unimportant tournaments by lobbing. It has been termed "the coward's defence," but how often it is effective! If an opponent is not extremely efficient overhead try a good length lob.

Easily the most thrilling game of my career in doubles was in the Davis Cup contest of 1907, when A. W. Gore and I defeated the late Anthony F. Wadding and Norman E. Brooks in the challenge round. It was my partner's terrific return of the service that decided the day.

People have often asked me to what Gore and I attributed our success in this and other international contests, and my reply is always the same—Gore's return of the service, so fast, so low, and so accurate, that the best of servers and players were only too glad to be able to get the ball back at all, let alone apply placement or power. My duties at the net were easy.

A HISTORIC CONTEST.

To revert to that game "it was at Wimbledon on the centre court Brooks and Wadding won the first and second sets 6-3, 6-4, and were leading 3-3 and 10-15 in the third set. It was Brooks's service, and Wadding was presented with an easy smash, it all seemed over, and I was wondering where I had left my return ticket when "Tony" put it in the net.

We eventually won that set 7-5, and the next 6-2, and were leading 5 love in the fifth and seventh sets for home, when our opponents took six games in sequence. Once again it looked all Australia's Hun helmet on the Angles, but Gore's driving seemed to make positively with speed, and we climbed out an epochal 12-11. Enough excitement crowded into three hours to suffice for a lifetime.

Football is good training for lawn tennis. It generally gives a man grit. I must confess that my games with the Casuals and Corinthians kept me hot and fit during the winter.

Contrary to many opinions I do not take a pessimistic view of the prospects of British lawn tennis. Even in doubles, where since the setting of the Doherty sun, we have been in a deplorable state, there are hopeful symptoms on the horizon. Thompson and Max Worsam, the Cambridge pair, played very well together last season, and during the vacation Worsam and O.G.N. Turnbull looked like developing into a promising pair.

It is difficult for me to believe that I actually played in the first Davis Cup contest, twenty years ago this coming August, and it is a good thing, perhaps, that there is no age limit in lawn tennis or there would be no chance for some of us joining in the fun at Wimbledon and elsewhere this season.

GEN. CURRIE FOR MCGILL UNIVERSITY.

The Times is informed that General Sir Arthur William Currie, G.C.M.G., K.C.B., who formerly commanded the Canadian Corps in France, has been appointed Principal of McGill University, Montreal, in succession to the Right Hon. Sir Auckland Geddes.

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THE ADMIRALLINE.

NOTICE TO CONSIGNEES.

THE Steamship

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having arrived from Seattle via ports, on the 18th inst. consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports & Exports, Hongkong before Bills of Lading will be countersigned.

All broken, chafed, and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on the 22nd inst. by the Company's Surveyors, Messrs. Goddard & Douglas.

All claims must be presented within 30 days of the steamer's arrival here, after which they cannot be recognized.

No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after June 23rd inst. will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

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BARONET FINED 100.

At Market Bosworth recently Sir Samuel Waring, of Gosnall, was summoned for neglecting to cultivate land in the parishes of Gosnall, Norton, and Nailstone when ordered to do so by the Leicestershire Executive Agricultural Committee. He was fined £50 in each case—a total of £150. Sir Samuel Waring's agent pleaded labour scarcity and the difficulty in getting implements, also that he was unaware until the end of March that the farms were coming on his hands.

CONSIGNEES.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE AND STRAITS

THE Company's Steamship

"PENANG MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivered can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, Tuesday.

Goods not cleared by the 1st July, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 24th June, 1920.

OSAKA SHOSHEN KAISHA.

NOTICE TO CONSIGNEES.

From TAIDOMA via JAPAN

PORTS & SHANGHAI

The Company's Steamship

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The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 25, 1920.

CIVIL SERVANTS' SALARIES.

The Government must have been rather pleased with the fact that the Hon. Mr. A. R. Lowe asked the questions he did bearing on the increases that have been granted in the salaries of our local civil servants, because they gave it an opportunity of making a statement in the matter that has been long awaited. The request for the full papers to be laid on the table has had to be refused as certain matters connected with this revision still form the subject of correspondence with the Secretary of State for the Colonies, but the all replies given to Mr. Lowe supply the public with much of the information it desired. In the majority of cases the Commission's recommendations have been accepted, but certain modifications have been made that have a very varying effect in the several departments of the service. It would seem that for all senior officers the new scale works satisfactorily, for, although the salaries are in some cases lower than those recommended, the seeming disadvantage is counterbalanced by a system of annual increments in place of the recommended triennial or biennial increments.

But it is not so much with the seniors of the service that we are concerned. The subordinate officers form by far the greater bulk of the men affected and it is their case which needs the more sympathetic treatment, no matter whether their labour is skilled or unskilled. A little blame is thrown on the local Commission itself and we think that it is in some measure justified. It recommended the abolition of duty pay, personal emoluments and other deferred payments and whilst this is entirely healthy in principle, because none of these things can be counted as pensionable, the Commission did not apparently appreciate the extent to which the emoluments of the men would be affected by such abolition. We agree that all remuneration should be in the nature of regular pay or salary, but that by itself must be adequate to compensate for any loss of other emoluments and to offset the increased cost of living. The present revision has not secured that in all cases and this has given rise to a great deal of dissatisfaction. Readers have probably read through the replies themselves and are as equally able as ourselves to judge of them. For our own part we credit the local Government with every desire to do what is right and just by its employees and count it as unfortunate that matters should have gone as they have. It rather serves to emphasise the point that we have so often made that in such purely local matters there should be no necessity to refer matters Home for the approval and decision of men who know scarcely nothing about what they are dealing with. The Hongkong Government might be trusted with handling the question of the remuneration of its own employees and in any revision of Crown Colonial management that point should be pressed home. We were not altogether convinced by the suggestion that the main ground of discontent lies in the fact that the Police have received proportionately more than some other subordinate staff, because some of the police have held on to their increase as a nothing when compared with that of higher officers. The question cannot be so conveniently reduced to one of envy, and we suggest that the strongest ground for complaint is that in some instances the alleged increase has resulted in a decrease. Particularly is this so, we believe, in the case of Sanitary Department employees. Some of the Inspectors with many years of service are worse off than they were before. We rather liked the assurance that the Government is carefully watching the situation and has admitted that various readjustments may be found necessary. Our hope is that as there must be a very obvious necessity for readjustments they will be made so soon as is possible.

Our old point about payment on a sterling basis has been made even stronger by the replies. There is a frank admission that the revenue is provided by the local taxpayers—in other words it is in dollars. Then why in the name of all that is sensible cannot the salaries of government servants be fixed in dollars also? The fixing of a low rate of exchange does not alter matters; it simply panders to and recognises the fact that the sterling basis is all wrong. There may now be sliding scales in view of violent fluctuations, and already the Secretary of State has agreed to an increase of seven per cent. on sterling salaries while the dollar is between 4s. 4d. and 5s. We presume that when the dollar goes down this seven per cent. will be knocked off and there will be room for fresh grumbling. What is needed is for all local salaries to be in local currency and fixed in relation to the salaries obtaining in the commercial offices of the City. Then, and only then, shall we get uniformity and satisfaction all round.

NOTES & COMMENTS.

KOWLOON HOSPITAL.

During the past year, 341 Kowloon residents were sent to Hongkong for hospital treatment, and of these, 34 were Europeans. This information was secured by the Hon. Mr. Lowe at yesterday's meeting of the Legislative Council, and it provides the strongest possible argument of the necessity for a hospital on the peninsula. The Chinese are already fairly well provided for, because, in addition to dispensaries, there is the Kwong Wa Hospital. But for Europeans, there is no hospital whatever. What would have been extremely illuminating would have been a few additional figures covering such points as the number of Europeans who have been admitted to Hongkong hospitals when in extremis and the number who died either in transit to Hongkong or soon after admission into hospital. It is well-known that quite a number of Europeans have been sent across the harbour, as a last resort, when adequate treatment in their homes became impossible, and that their chances of recovery have been materially prejudiced by the experience. It is also a well-known cause for complaint that Kowloon residents, should have to undergo the harbour trip in maternity cases, and on this point we do trust that when the new hospital is provided, arrangements will be made for having in it at least one maternity ward. It is not right that patients seriously ill, or maternity cases, should have to go out of Kowloon for treatment.

THE QUESTION OF SITE.

Those who read the Colonial Secretary's reply to Mr. Lowe's query on this hospital question will have noticed that the Public Works Committee inspected two sites for the building and that it recommended one in the neighbourhood of Kowloon City. What could have induced this body to make such a recommendation we cannot imagine. The whole complaint of Kowloon residents

has been that there is no hospital within easy reach of the residential district of the peninsula; yet this Committee seriously suggests a site some five miles inland. That, in our opinion, would be worse for patients than removal across the harbour, to say nothing of the disadvantage of sufferers being isolated so far away from their own doctors. Happily, the Kowloon Residents' Association has looked into this matter, and the advantage which that Association has of having medical men on its Committee has been demonstrated by their selection of another site, which fulfils all the necessary requirements. The Director of Public Works has now been asked by the Government to report on this proposal, and we trust that the Kowloon Association's advice will be acted upon. When His Excellency the Governor arrived in the Colony he said he should look for advice and guidance from those able to give it. The Kowloon Association knows the needs of Kowloon better than the Public Works Committee (none of whose members live in Kowloon) can ever hope to. For that reason, its recommendations should be given due heed.

BUILDING LOANS.

We are getting to know by degrees what the Government is doing in the matter of advancing loans for the purpose of building houses. Mr. Fletcher's statement on the subject yesterday was extremely interesting. It disclosed the fact that loans have been made to Companies for the building of 29 flats and ten houses, whilst a considerable sum has been offered for the building of a private hotel. These buildings, when erected, will be subject to conditions by which the rental will not exceed the sum required to give a net return of eight per cent. on capital outlay. Unhappily for tenants, however, in calculating the outlay the present value of land is to be taken into account—not the cost price of that land. Seeing that many houses are required, it is perhaps wise that the loan should first be made to concerns which are able to run up quite a number of buildings, but we do hope that there will not be undue delay in dealing with the applications of those individuals who, having experienced enough of paying high rents, want to build for themselves. As a general rule, the individual receives little consideration in Hongkong; the big interests get all the plums. It appears a little unreasonable, too, that no loans should be made to

DAY BY DAY.

NECESSITY IS THE ARGUMENT OF TYRANTS: IT IS THE CRY OF SLAVES.—William Pitt.

Yesterday there was a clean bill of health in Hongkong.

Dr. Vickerman, who has for some time past been working in partnership with Dr. Strahan, left yesterday for Australia, with his wife and two children.

Dr. Balean leaves for Home today on leave. During his residence in the Colony he has been most popular and has done especially good work on the Committee of the Kowloon Residents' Association.

Another victim from a traffic accident was yesterday sent to the Government Civil Hospital. In the present instance it was an Indian, who was knocked down by a tram car near Mallory Street.

Six months' hard labour was today meted out to a Chinese who was found in possession of a chopper at Wanchai. The prisoner, who had had a previous conviction, sought to dispel the suspicions of the Police by stating that he used the chopper to draw out the sap of the banyan tree, which was valuable as a medicine.

In to-morrow's Pictorial Supplement there will appear an excellent photograph of the Dragon Boat Races at North Point, as well as a group of "The Pharos," the clever band of naval entertainers. In addition, there will be a number of pictures of the accommodation and attractions offered by the new Catholic Men's Club.

Doubtless deeming that he would have an easy picking, a Chinese snatcher yesterday stole a bagful from the wrist of a baby

mother's back. In spite of his agility, he was outstripped by the woman in the chase that ensued, and his discomfort was complete when the raging mother took him by the neck and eventually handed him over to the Police. It was to-day stated in the Police Court that the snatcher used a knife in detaching the bag from the wrist of the child, to which it was fastened for additional security by means of a string.

At the Yaumati Ferry last night a Chinese rich-baba coolie picked up a fare whose designs were evidenced when the rich-baba leached a lonely locality, at the junction of the Mataukok and Yaumati Roads. In the attack on the unfortunate coolie, the passenger used a hammer, and when he had reduced the coolie to a state of abject fear by the infliction of sundry injuries on his body, he extracted his purse, which contained, however, only a small sum, the amount of the coolie's earnings for the day. The robber decamped after his enterprise, and the coolie made his way to the Police Station, where he made a report of the robbery.

The coming-of-age number of the *Yellow Dragon* (Queen's College magazine) has made its appearance, and it is a production which does the utmost credit to its editor (Mr. J. C. Fletcher) and all concerned in its publication. It is chock full of most interesting matter, including a summary of the chief events in the history of the College and a large number of specially-contributed features. There are a number of illustrations, also, which set off the number very nicely. The new cover design is admirable. It shows two yellow dragons in most sportive attitude, with the island of Hongkong as a background. Quite a worthy coming-of-age number.

Individuals unless they happen to have resided here for five years. What is of more moment than past residence is the matter of probable length of future residence. If a man is holding a billet assuring his ability to repay the loan within reasonable time, and if his firm gives an assurance that he is likely to remain in the Colony for a number of years, that should be sufficient. It would be hard lines to penalise a would-be owner of his own house merely because he happens to have resided in the Colony for only four years and eleven months.

KOWLOON NOTES.

(BY "THE FERRYMAN.")

Last Saturday's Tennis League matches brought varying luck to Kowloon teams. The Kowloon Cricket Club appears to have struck a very bad patch; it has got into a nasty rut and can't get out. On Saturday last it lost both its matches. It's high time the players settled down to serious business. The U.S.R.C. "A" team "got their own back" by defeating the Portuguese Club by nine games, whilst the Wigwam did surprisingly well in winning by a margin of 23 games over the U.S.R.C. second string.

To-morrow's matches should provide plenty of excitement. In the First Division, U.S.R.C. have to pay a visit to the Chinese Club and will have to go all out to win, whilst the Club de Recreation v. K.C.C. match on the former's ground should provide a good struggle. The Chinese second team visits Kowloon and ought to win, whilst very much will hang on the meeting of Civil Service and Wigwam at Happy Valley, in view of the fact that the former have played three matches and won them all, whilst the latter have played four and secured three victories.

The enterprise and up-to-date spirit of Alex. Ross and Company are demonstrated by some interesting data which has just been painted on the wall outside the Company's Kowloon branch. This gives the distances of various motor trips, whilst accompanying these details is a well-drawn large-scale map showing the routes of motor roads both on the island and the mainland. The idea is quite a novel one.

Kowloon residents are greatly pleased at the prospect of getting a hospital in the near future. It is now only a matter of finally deciding on the site. In this connection the Residents' Association has been busy on the project and has suggested a locality

which should meet general convenience. Had this Association not been in existence, the probability is that the hospital would have been set up somewhere out near Kowloon City, quite five miles distant from the centre of Kowloon. That was the recommendation of the Public Works Committee, whose members are accustomed to study Kowloon needs, as the President of the Association once put it, from an elevation of some 1,200 feet.

I'm afraid that the average Kowloon resident doesn't give much thought to what the Residents' Association is doing for him. Ever since it was formed it has been busy at work on various problems, although much of what it does is carried on behind the scenes. There shouldn't be a householder in Kowloon who is not a member of this body, which exists to serve residents' interests. The Hon. Secretary would be glad to receive names of persons willing to join up.

Many complaints have been heard from bathing parties regarding the inadequacy and inaccessibility of the public pier at Kowloon. This pier is most awkwardly situated, for launches have great difficulty in getting alongside, owing to the fact that it is wedged in between the Kowloon wharves and the ferry landing stage. More than that, the amount of space alongside is totally inadequate.

What is really needed is a pier running well out, with ample mooring space on each side. But that is impossible on the present site. When one comes to think of it, the landing accommodation on the Kowloon side is badly insufficient—one solitary pier, difficult of approach and inadequate in size.

For the convenience of the public, a pier somewhere between the railway station and Holt's wharf, with a level crossing over the railway, would be far more convenient than the present one, for, on landing, one would at once be taken on to the main thoroughfare of the peninsula—the very heart of the residential district.

The Chairman of the Star Ferry Company the other day stated that the present ferry piers might have to be demolished when the new ferry boats are ready. Could not some arrangement then be made whereby residents will get a better public pier? That would

CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph.")

THE CATAPULT NUISANCE.

Sir,—Like Mr. "Jojo Gut," I myself appreciate to some extent the duty of a national giving help to another when he has fallen into difficulties or trouble, but it is not on every occasion that such a step is to be followed. "Jojo Gut" pointed out that the boys, i.e. the Portuguese school boys in Mosque Junction and Robinson Road, are generally sportive. I would like to correct him, for such is not the case generally. Indeed, should I say that the boys in question are most unsportsmanlike. I would not have taken the trouble in this matter, but being a resident of the above locality, I have proof of my words. The catapult nuisance and other troubles are very much to the fore, and, as "F.S.W." rightly suggested, something serious may happen if there is no stop put to it. I consider "Jojo Gut's" advice to "F.S.W." to go up to these boys (when they are using the catapult) and enquire their parents' addresses, and then to report to them, would be a dangerous proceeding. Would the boys submit themselves to be questioned by passers-by? The following are some of the boys' doings:—First of all, there is the reducing of low brick walls into pieces of bricks, lining up before an oncoming motor, ordering dogs to bite passers-by, in rainstorms blocking up gutters to flood the road, playing rounders and skating right in the centre of the road, and setting fire to rubbish deposited outside houses at night. The parents should take note of these things, for if advice to their children is not given, all that I can say that is when the children are grown-ups, the parents will find it hard to deal with them.

Yours, etc.

M. T. S.
Hongkong, June 24, 1920.

[This correspondence must now cease.—Ed. H. K. T.]

SEAMEN'S MISSION.

Sir,—May I, through the columns of your journal, on behalf of the Committee of the Missions to Seamen in Hongkong, acknowledge with sincere gratitude the sum of \$635.60 received from the Pharos of H.M.S. *Titanis* for the funds of the Seamen's Institute? The thanks of the Committee are due to all those who so kindly and in so many various ways gave assistance both before, and at the concert, to ensure its undoubtedly great success.—Yours, etc.

G. T. WALDEGRAVE,
Chairman and Secretary.

Seamen's Institute.
Hongkong, 23rd June, 1920.

appear to me to be the opportune moment at which to deal with this important matter.

To use a popular phrase, the China Light and Power Company has been "getting a move on" this past week in laying its power cables underground, and our roads in consequence have not always presented their best appearance. There can be no gainsaying the fact that the overhead system was dangerous, especially so in typhoon weather. And then we had to do without light sometimes.

There is a little interest attaching to the question as to who is responsible for putting the roads back into a proper state of repair, for the procedure seems a little strange if my information is correct. At Home the practice is that anyone who opens a road has to put it down again within a specified period of time, and to the satisfaction of the local roads surveyor. Here, the P.W.D. will not allow those who open roads to restore them to their original condition, and so the thoroughfares remain bad until the P.W.D. itself does the work. I understand they charge the Companies for the cost but do the work themselves in their own sweet time. That rather explains why it is that so many road openings have never been completely restored. Would it not be far better to make those who open roads responsible for putting them right again? It strikes me that way.

TO-DAY'S MISCELLANY.

The late Bishop of Durham, in "Who's Who," mentioned "the telescope" as his one recreation, but he might have entered himself also as an oarsman—at any rate in his Cambridge days, when he rowed for Second Trinity—and as a pedestarian. His friend the late Dr. Robert Sinker remembered twice walking to Ely with him from Cambridge, once sixteen miles by "perhaps the most tame and monotonous road in England," and once twenty miles by the river. On the former occasion they put a finish on their exercise by climbing the great west tower of Ely Cathedral for the sake of the view. Their riverside walk was diversified by lunch at a village inn, after which they lay on the bank and read aloud in turns "Enoch Arden," which had reached the Cambridge booksellers for the first time that day.

Keeble College, which celebrates its jubilee this month, can probably count among its alumni more contemporary bishops than any other college of either Oxford or Cambridge. At least a dozen names of Keeble men now holding episcopal rank occur to one, including those of Dr. Winnington Ingram and three of his suffragans in the See of London. Yet the saintly man whose name the college perpetuates remained a country vicar through most of his life. Keeble has been particularly fruitful as a nursery of Colonial bishops—Roper of Ottawa, Phelps of Grahamstown, Trower of North-West Australia, for instance. Its first Warden, Dr. Talbot, and two of its first tutors have also become bishops, so that the college has reason to be proud of its achievements in the short span of 50 years.

In connection with the arrival of the Archbishop of Cyprus in England it may be recalled that Cyprus was the first country to have a Christian governor—the Roman praefectus Sergius Paulus, who had been converted by

the Apostle Barnabas, himself a native of Salamis in Cyprus. Subsequently the Patriarch of Antioch claimed the right to include Cyprus in his jurisdiction, a right holy contest by the Cypriot Church. In the fifth century, excavation at Salamis led to the discovery of the body of St. Barnabas, who, tradition tells us, was found clasping to his heart the Gospel according to St. Matthew in St. Barnabas' own handwriting. These holy relics were at once despatched to the Emperor Zeno at Constantinople, who was so much impressed that he immediately provided the Church of Cyprus with an archbishop of its own, elected by both clergy and laity. The Archbishop also received the privileges of wearing a scarlet "mantia," of carrying, instead of a crozier, a sceptre with an apple at the top, and of signing his name in red ink, as he still always does.

While sociologists and such-like endeavour to ascertain why the cry of the wage-earner is ever for more and more, an unpretending man (who confessed he had always thought a proletarian was "a thing you catch wild horses with") had known all the time. At least, so he explained to an interested railway carriage, and this was his statement. The working man who before the war earned two pounds a week gave his wife thirty shillings. On this division of the spoils, out of each subsequent bonus or advance she should therefore have received three-fourths, but she has only got half. Therefore the wife of the four-pound-a-week man receives for the housekeeping fifty instead of sixty shillings. Unable to manage, she complains to her husband, and he and his fellows, instead of turning up the wife's fair proportion, demand from their employers still another advance. In support of this reading of the situation, the man who made it declared that in the building trade before the war it was a common practice for workmen to "sub" twice a week, but that now there is no request by the men for "subs." In fact (and this he told with an air of thereby triumphantly moving his point) the other day he turned out without money, and one of his men lent him three pounds to save him the journey back to his office. Working men's wives, students of mass psychology, and employers of labour may or may not find any moral in all this, but for the workman himself there is a clear deduction to be made: "Never be so foolish as to lend your employer money."

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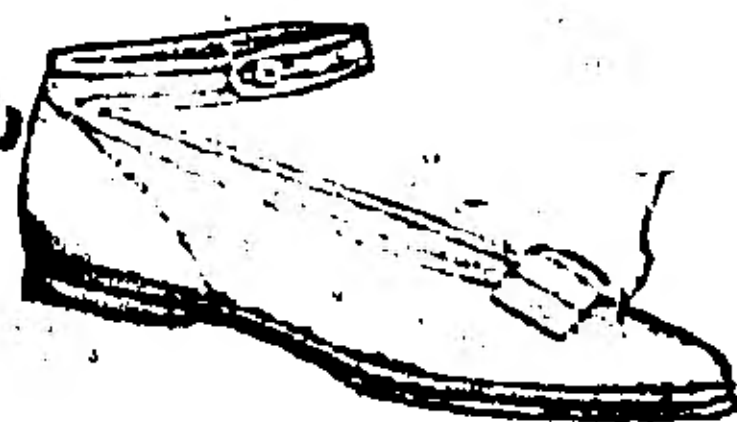
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HUMPHREY BISHOP COMPANY.

A SPLENDID OPENING.

The Humphrey Bishop Comedy and Opera Company, since it last appeared here, has been strengthened by the addition of some very clever artists, and their versatility is really most refreshing. The Company opened its new season last night at the Theatre Royal, and a good house greeted the talented entertainers, a lengthy programme presented was a revelation of the musical abilities of the Company, which can safely anticipate good houses every night during its stay here.

The Humphrey Bishop artists are what one might call "Shock troops" for each number took the house last night by storm. Every item in the bill was greeted with applause, and had to be repeated or augmented. This is perhaps the best proof that one can produce in support of the statement that the Company was highly popular on its first appearance.

A very valuable acquisition to the Company is the famous jazz drummer, Mr. Bert Crawford, who surprised the audience last night by the dexterity with which he used his various instruments. A special demonstration was given in the second half of the programme, and this elicited rounds and rounds of applause. The Company's orchestra is well-trained, and under the baton of Humphrey Bishop it left nothing to be desired.

With such good voices the members of the Company excelled themselves last night in selections from "Les Cloches de Corneville". Miss Louise Meadows being the principal figure in this item. Another very popular item was a scene from "Chu Chin Chow", which Miss Jill Hill, a new recruit in the ranks of this Company, rendered in a most artistic manner. To enumerate all and every song and dance would be a task on our space. Suffice it to say that Miss Gela Hardie is an artist of considerable promise, while Miss Dorothy Fays in her speciality dance was really great. As a comedian,

CORRESPONDENCE.

A QUERY.

Sir,—Can any of your readers say who is Mayor McKay of Derry, whose son is reported in this evening's telegrams as having been so brutally murdered? Is not the present Mayor of Derry Ald. H. C. O'Doherty, one of the leaders of Sinn Fein in the Maiden City?

Yours etc

LOYALIST.
Hongkong, June 24, 1939.

VOLUNTEER DEFENCE CORPS.

Order issued today states:

CADET CO.
Parade-Bathing.—Launch will leave Blake Pier on Wednesday, the 29th instant, at 2.15 p.m. and call at Kowloon ten minutes later.
Leave.—Cadet J. W. Polley is granted six months' leave of absence from the Colony with effect from the 1st July, 1939.

NOTICE.

Uniform.—The undermentioned members' boots are in store, and can be had on personal application: Sergeant L. S. Greenhill, Corp. M. L. Railton, Bomb. J. M. Jack, Gunner G. Gipsom, Gunner L. Jack, Gunner R. W. Bradbury, Gunner F. A. Britton and Gunner K. K. Staple.

Mr. Joe Brennan was great. He sent the audience into roars of laughter last night, and from the very moment he stepped on the stage he made a good impression. Miss Marcelene Boulais has a very good voice, and her songs were invested with a charm and distinctiveness that made the audience cry, like Oliver Twist, for more.

The same programme will be repeated to-night, while for tomorrow night a complete change is announced. Tomorrow's fare will include excerpts from "Faust."

THE KING AND THE TERRITORIAL ARMY.

CHARGE TO THE LORDS LIEUTENANT.

By command of the King, the Lords Lieutenant and the Lord Mayors and Lord Provosts of Great Britain attended at Buckingham Palace recently, when His Majesty addressed them on the subject of the Territorial Army and afterwards entertained them at luncheon.

The Lords' Lieutenant, who wore uniform, met in the Throne Room, where the King joined them at 12.30 p.m., and addressed them as follows:—

My Lords and Gentlemen.—More than 12 years have passed since my father summoned you here to call upon you to use your utmost endeavours to create a strong and efficient Territorial Force. Since then the most prodigious events in military history have taken place, and my Empire and its peoples have been exposed to the gravest dangers. That we have warded off those dangers effectively and come safely through the years of storm and crisis to a complete victory is in no small measure due to the Territorial Force. More than a million Territorial soldiers fought overseas, shoulder to shoulder on equal terms with the Regular Forces and with the finest troops from every part of the Empire. There was no theatre of war into which British Territorial forces did not penetrate; there was none in which they did not do credit to the British name.

Those glorious years are over. The British Empire has turned from war to peace. Setting an example to many nations, and giving proof of our confidence and of our goodwill to the whole world, we have abandoned the principle of compulsory military service to which we were forced to resort in the hard times of war, and have returned to a purely voluntary system. The foundation of that voluntary system must be a Territorial Army strong enough to enable the Regular Forces to move about the Empire as circumstances may require, to secure its frontiers, and to maintain peace and order within them strong enough also, in the passage of time, new dangers of the most serious kind were again to confront us, to secure us the breathing space necessary to enable the full strength of all the peoples of the Empire to be organized for its defence.

TIES WITH REGULAR ARMY.

My Government has accordingly decided to reconstitute the Territorial Army to make it the foundation of our Army system, to remodel it on the experience gained in the war, to adapt it to the needs of the Empire, to equip it in the best possible manner. As in the past, the duty of raising, equipping, and maintaining this Army will be entrusted to the County Associations. For these purposes the funds which you have hitherto had at your disposal for the discharge of your duties have been largely increased, and every possible step has been and will be taken to help and speed your work.

I therefore call upon the Lords Lieutenant to take up their task once more, and to the Lord Mayors and Lord Provosts to give their most earnest assistance. I invite them specially to enlist the sympathy and cooperation of employers of labour in their counties and cities in giving all reasonable facilities for their men to join and train.

It is the intention of the military authorities to link up the Regular and Territorial Armies in the closest ties of comradeship, sharing in peace as they did in the war the honours and traditions of famous regiments, sharing also in those many sports and competitions which will form a feature of increasing importance in the life of the soldier during the years of peace, and in which the Territorial Army will be asked an active part. And here let me direct your attention to the important bearing on your work of the care of the reservists and discharged soldiers, especially as regards the provision of employment for them on their return to civil life.

Naturally, after the extreme exertions of the Great War, after the long years of hard service which so many millions of my subjects have done, and on the morrow of so great a triumph, there must be a sense of exhaustion and of apathy. Your task will not, therefore, be

NOTICES.

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An easy one, for one that will be accomplished in a short space of time. All the more should you address yourselves to it. The formation of a volunteer citizen army is indispensable to the freedom and the safety of the nation. No more valuable proof of our peaceful strength and of the soundness of our national life and character could be given than the world than the creation of such an army by such methods at such a time. It will testify that those good comrades who bore the brunt and burden of the war and who are not trained and experienced soldiers have not wearied in their country's cause and that the spirit of patriotic endeavour is still strong in the young manhood of the nation. I most earnestly trust that your work will prosper.

LORD DARTMOUTH'S REPLY.
Lord Dartmouth, on behalf of the Lords Lieutenant, replied as follows:

It devolves on me on behalf of the lieutenants of your Majesty's counties, to express our respect and thanks for your gracious words, and for the encouragement they give us. The problem before us is not an easy one, and we want all the encouragement we can get.

In one respect, at any rate, we are more happily placed than we were in 1907. At that time the utility of a Territorial Force was largely discounted, and we had nothing to put against the considered objections of military experts except our belief in the value of the Territorial spirit; but as it was only the opinion of a body of men largely composed of civilians, on whose unaccustomed shoulders duties of a military character had unexpectedly been placed, it did not carry us very far. To-day we appeal to the same Territorial spirit, but we appeal to it with all the more confidence as we appeal to it through the history and tradition of the Territorial Force during the last five years.

The other day the Secretary of State paid the Territorial Force a high compliment. He compared it to the international goal-keeper in a great international contest. No comparison could appeal more completely to our football-loving public. May I carry the illustration one step further and say that you, sir, have to-day kicked-off for the Territorial

Army, and it is now up to us, by happy combination and judicious passing, to steer the ball through the goal that is before us. May I, then, on behalf of those for whom I am privileged to speak, express our grateful appreciation of the confidence you have placed in us, and assure you that on our side no stone will be left unturned to prove to your Majesty that your confidence has not been misplaced.

The Lord Mayor of London, speaking on behalf of the Lord Mayors and Lord Provosts, and in his dual capacity of Lord Mayor of London and President of the Territorial Association of the City, also expressed deep appreciation of his Majesty's act in calling them together and conveying to them his desire that they should assist the reconstruction of the Territorial Army which so splendidly proved its worth in the late war. He added:—

"We are satisfied that the reversion to voluntary military service is in accord with the wishes of your people, and we recognize that it is consequently the duty of the community, and also our own duty, to do all that we are able to ensure the success of that system in order to safeguard the interests of our country and Empire. We believe that success depends largely on the whole-hearted cooperation of employers of labour, and we think that by invoking their aid we can best assist the Lords-Lieutenant in fulfilling the obligation which your Majesty in your gracious speech has committed to their charge. Your Majesty may rest assured of the loyal support of these for whom I have the honour to speak."

GROWTH OF SHOP ASSISTANTS' UNION.

Figures received by the Executive Committee of the National Amalgamated Union of Shop Assistants, Warehousemen, and Clerks show an increase in the trade union funds of £8,135, the total accumulated fund amounting to £170,284. The income for the quarter was nearly double that of the corresponding quarter for 1919. Trade union membership showed a net increase of 14,938, giving a total paying membership of 101,967.

NOTICES.

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795 Manager.

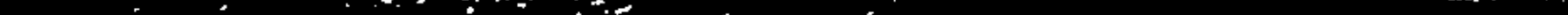

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition; Engineering, First and Second Edition;
Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.
Iron and Brass Founders, Forge Masters, Electricians.

Figure 1. Aerial view of the study area. The study area is located in the northern part of the island of Sumatra, Indonesia. The area is a coastal plain with a river system. The river system is a network of small streams and rivers that flow into the sea. The area is a coastal plain with a river system. The river system is a network of small streams and rivers that flow into the sea.



71

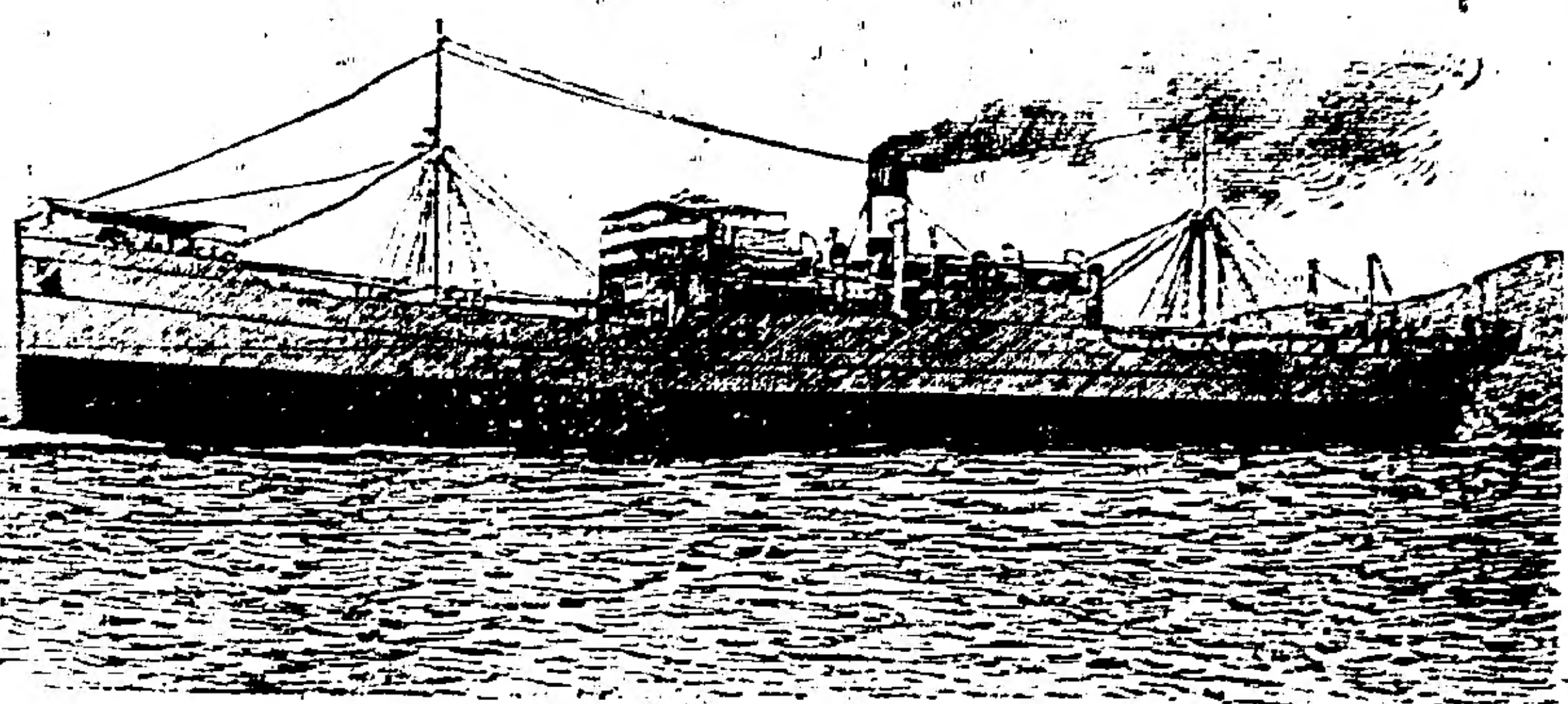
S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.S.c., M.I.N.A., KOWLOON DOCK, HONGKONG.

SHEWAN TOMES & CO.
Agents.



Shipping to Europe, Australia, and other Ports.

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND
& QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
KARMALA	9,000	29th June	Marseilles, London and Antwerp
DEVANHA	8,100	17th July	Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
MADRAS	6,900	4th July	Calcutta via Singapore, Penang & Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
ST. ALBANS	4,500	20th July	Melbourne via Sandakan, Townsville, Brisbane, and Sydney.
EASTERN	4,000	13th Aug.	Same as above.

SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tons	From Hongkong (about)	Destination
ST. ALBANS	4,500	29th June	Kobe direct.
DILWARA	5,400	5th July	Shanghai only.
KALYAN	9,000	13th July	Shanghai & Japan.

WIRELESS ON ALL STEAMERS

Parcels Measured not more than 8 ft. x 4 ft. x 4 ft. will be received at the Company's Office up to 10 days on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.
22, Des Voeux Road Central. Agents.**N. Y. K. NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

TAIWA M. (Calling Manila & Keelung) Wed., 30th June, at 11 a.m.

KATORI M. (Calling Manila & Keelung) Mon., 16th Aug., at 11 a.m.

SASHIMA M. (Calling Manila & Keelung) Mon., 16th Aug., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

INABA M. (Calling Manila & Keelung) Sun., 27th June, at noon.

KAMO M. (Calling Manila & Keelung) Fri., 9th July, at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

TSUSHIMA M. (Calling Manila & Keelung) Sat., 10th July.

LIVERPOOL & MARSEILLES via Suez, Port Said & Marseilles.

TOKIWA M. (Calling Manila & Keelung) Fri., 9th July.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO M. (Calling Manila & Keelung) Wed., 21st July, at 11 a.m.

AKI M. (Calling Manila & Keelung) Wed., 21st July, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Manzanillo, San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

KAWACHI M. (Calling Manila & Keelung) Sun., 10th July.

BOMBAY & COLOMBO via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

YETTS M. (Calling Manila & Keelung) Mon., 5th July.

SHINYO M. (Calling Manila & Keelung) Mon., 5th July.

CALCUTTA & RANGOON via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

MALAYA M. (Calling Manila & Keelung) Mon., 5th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

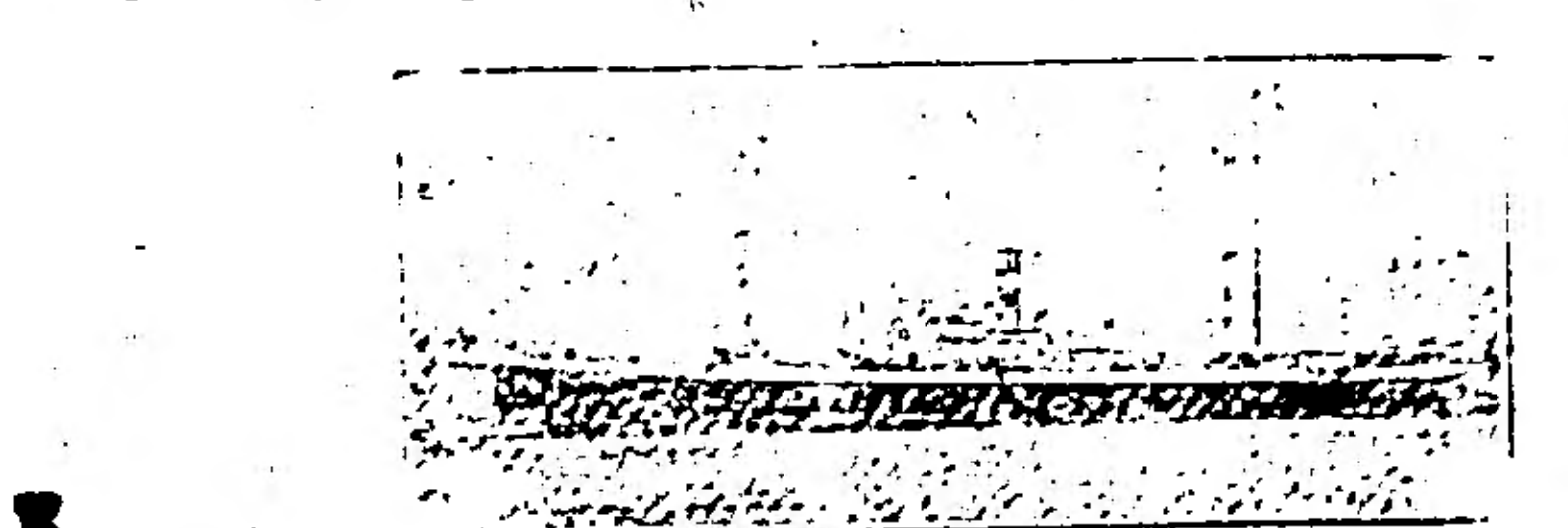
AKI M. (Calling Manila & Keelung) Wed., 21st July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TOYAMA M. (Calling Manila & Keelung) Tue., 29th June.

ATSUTA M. (Calling Manila & Keelung) Wed., 30th July, at 11 a.m.

SAGAMI M. (Calling Manila & Keelung) Thu., 1st July.

For further information apply to—**NIPPON YUSEN KAISHA.**
Telephone Nos. 292 & 294. S. YASUDA, Manager.**JAVA-CHINA-JAPAN LIJN**

Regular fortnightly service between

JAVA, CHINA and JAPAN

Steamer	From	Expected at Hongkong	Will depart for
Haiyang	Java	in port	28th June Soerabaya.
Tjipanas	Java	20th June	4th July Saigon.
Tjisalak	Java	10th July	16th July Japan.
Tjimanok	Japan	15th July	19th July Java.
Tjibodas	Java	19th July	24th July Shanghai.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

O. S. K. OSACA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"HIMALAYA MARU" (Call Marseilles) Sunday, 11th July.

"ALPS MARU" (Call Marseilles) 7th September.

BUENOS AIRES, Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore. 8th August.

"MEXICO MARU" (Call Marseilles) 14th September.

"CHICAGO MARU" (Call Marseilles) 14th September.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore. Sunday, 18th July.

"BURMA MARU" (Call Marseilles) Beg. of August.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service. Friday, 2nd July.

"SHISEN MARU" (Call Marseilles) Friday, 2nd July.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands. Saturday, 26th June.

"MADRAS MARU" (Call Marseilles) Saturday, 26th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY. Thursday, 28th June.

"ARABIA MARU" (Call Marseilles) Thursday, 28th June.

"ARIZONA MARU" (Call Marseilles) Saturday, 10th July.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports. Saturday, 3rd July.

"AMAZON MARU" (Call Marseilles) Saturday, 3rd July.

JAPAN PORTS—Mojik, Kobe, Yokkaichi & Yokohama. "KOSOKU MARU" (Yokohama, Kobe) Friday, 25th June.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office. Sunday, 27th June.

"KAIYO MARU" (Call Marseilles) Sunday, 27th June.

TAKAO via SWATOW & AMOY. Thursday, 1st July.

"SOSHU MARU" (Call Marseilles) Thursday, 1st July.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager.
No. 1, Queen's Building.

Tel. No. 744 and 745

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION)

Steamer	Arrived Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	19th July	19th July

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.
Agents.

Telephone No. 35.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
LONDON & HAMBURG	"SATHAMBA"	10th July.

For particulars of sailings shippers are requested to approach the undersigned.
Subject to change without notice.**THE BANK LINE, LTD.,**

or to REISS & Co. Canton

General Agents.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

NEW YORK

S.S. "LOWTHER CASTLE"

about End of July.

LLOYD TRIESTINO.

S.S. "PILSNA"

Sailing on or about 11th July.

BRINDISI, VENICE & TRIESTE.

TAKING CARGO ON THROUGH BILLING TO

LEVANT, BLACK SEA & DANUBE PORTS

S.S. "PILSNA"

Sailing on or about 12th August.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAPAN, S.S. "RIOJUN MARU"

Sailing on or about 29th June.

For JAPAN, "BANRI MARU"

Sailing on or about 10th July.

For JAVA, "HOKUTO MARU"

Sailing on or about 25th June.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIYU KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transhipment at Calcutta, in conjunction with the Indo-China S.N. Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

COASTAL SHIPPING

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
Tientsin via Weihaiwei	Cheongching	Sun., 27th June at daylight.
Shanghai & Tientsin via Swatow	Tongshing	Sun., 27th June at daylight.
Tientsin	Chingshing	Tues., 29th June at daylight.
Haiphong via Hoihow	Tatsang	Tues., 29th June at 8 a.m.
Straits & Calcutta	Kwa-sa-g	Tues., 29th June at 3 p.m.
Shanghai via Swatow	Kwongsang	Wed., 30th June at daylight.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE—A regular service is run from March to Nov between Hongkong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "KWAISANG" will be despatched on or about June 30th, for SINGAPORE, PENANG & CALCUTTA.

Cargo accepted on Through Bills of Lading (Transshipment) at Singapore to RANGOON, PORT SWETTENHAM and MADRAS.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI & TSINGTAO	Teian	26th June at 4 p.m.
SWATOW & SINGAPORE	Lianchow	27th June at noon.
MANILA & ILOILO	Hanyang	28th June at 4 p.m.
WEIHAIWEI, CHEFOO		
TIENSIN	Puichow	28th June at 4 p.m.
HOW, PHOI & HONGHONG	Kalong	29th June at 9 a.m.
AMOY, SHAI & PEKOW	Shantung	29th June at 10 p.m.
SWATOW & BANGKOK	Chusan	29th June at 11 a.m.
SHANGHAI	Sunning	1st July at noon.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation, midships. Electric Light and Fans in Saloon and State-rooms. Regular scheduled service between Canton, Hongkong and Shanghai (three weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Wusung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong June 25, 1920.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 2 to 10 days.)

Steamships	Captain	Leaving
Hailong	J. S. Thomson	FRI., 25th June at 3 p.m.
Hainong	W. C. Passmore	TUES., 29th June at 3 p.m.
Haiching	A. H. Stewart	FRI., 2nd July at 3 p.m.

Arrivals and Departures from the Co.'s Wharves at Blakes Pier.

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S.S. Co., Ltd., & Queen Mary & N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

"DEUCALION" via Suez 5th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LTD, HONGKONG.

HONGKONG & CANTON. REISS & CO. CANTON.

SHIPPING.

VESSELS ARRIVED.

The TEAN came in this morning from Canton with only 50 tons of cargo.—Mooring, C 3d.

From Wuhu there arrived the s.s. KASHING this morning with 2,240 tons of rice for Canton.—Mooring, C 15.

The MATTAWA belonging to the Canadian Pacific Ocean Service, came into port this morning from Birkenhead with 1,000 tons of general merchandise for the North. She brought mails as well for Hongkong.—Mooring, Kowloon Wharf.

The s.s. HALDAR from Keelung consigned here this morning 2,400 tons of coal.—Mooring, C 3d.

Coal was also delivered here this morning by the Siamess vessel THONG SAMUD (1840 tons) from Hongkong, and the KAIJO MARU belonging to the O. S. K. (1,100 tons) from Keelung.

The PENANG MARU arrived yesterday from Glasgow with 460 tons of steel, cotton and liquor for Hongkong and 720 tons of steel, cotton, soda, etc. for Japan. She is an N. Y. K. vessel.

The Chinese-owned vessel, s.s. MO HON arrived this morning from Haiphong with 700 tons of cement.—Mooring, C 4d.

PASSENGERS DEPARTED.

For s.s. HELENUS, on 25th June, 1920—Mr. T. D. Vreke, Mr. J. Proctor, Dr. H. B. Bales, Mr. J. A. Mackay, Mr. H. C. Dumbell, Mrs. H. C. Dumbell, Mr. F. W. Marsh, Mr. A. Griffiths, Mr. L. Innes, Mr. G. Haselwood, Mr. R. H. Hecocks, Mr. H. Sposito, Mr. J. Brislin, Mr. T. Reid, Mr. J. F. Clarke, Mr. T. B. Vinicombe, Mr. H. Elinston, Mr. P. G. Adwick, Mr. R. G. Gowing, Mr. J. W. Friend, Mr. B. G. Wythe, Mr. A. Hollamby, Mr. G. Coomber, Mr. W. Clarke, Mr. C. Hawkins, Mr. S. Nelson, Mr. M. M. Breakway, Mr. H. Wilson, Mr. F. A. Johnson, Mr. W. H. Ward, Mr. F. G. Pilgrim, Mr. S. W. Johnson, Mr. F. Child, Mr. J. Tasker, Mr. R. P. Gilbert, Mr. C. M. Groves, Mr. H. Winchester, Mr. W. Bailie, Mr. T. J. Carre, Mr. R. J. Preston, Mr. A. White, Mr. W. Sheare, Mr. W. McComb, Mr. A. Barker, Mr. A. Tofts, Mr. H. Twigg.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. AKITA M. (Hamburg Line) left Rotterdam for this port via Suez on the 26th May and is expected here on the 5th July.

The N. Y. K. s.s. ATSUTA M. (European Line) left London for this port via Suez on the 22nd May and is expected here on the 30th June.

The s.s. METHVEN left Vancouver for Hongkong, via Japan ports, Shanghai on the 30th May, and is due here on or about the 25th June.

The T. K. K. s.s. KIYO M. arrived at Yokohama on the 11th instant, from Valparaiso and other South American ports, and San Francisco, will sail on the 19th instant, and is due at Hongkong on the 19th instant.

The N. Y. K. s.s. NAGANO M. (Calcutta Line) left Calcutta for this port via Rangoon, Penang and Singapore on the 12th June, and is expected here on the 30th June.

The T. K. K. s.s. PERSIA M. sails from Yokohama on the 21st instant and is due at this port on 29th instant.

The N. Y. K. s.s. NAGATO M. (Liverpool Line) left Liverpool for this port via Suez, on the 15th June, and is expected here on the 8th August.

The N. Y. K. s.s. TENSIN M. (Bombay Line) left Bombay for this port via Singapore, on the 21st June, and is expected here on the 10th July.

The s.s. METHVEN arrived at Yokohama on 23rd June

TO-DAY'S PICTURES.



A MAMMOTH DIRIGIBLE.

Above is seen the gondola of the airship R-38, which is being built in England for the United States.



FAMOUS SINGER.

Recent snapshot of Madame Tetrazzini, the famous opera star.



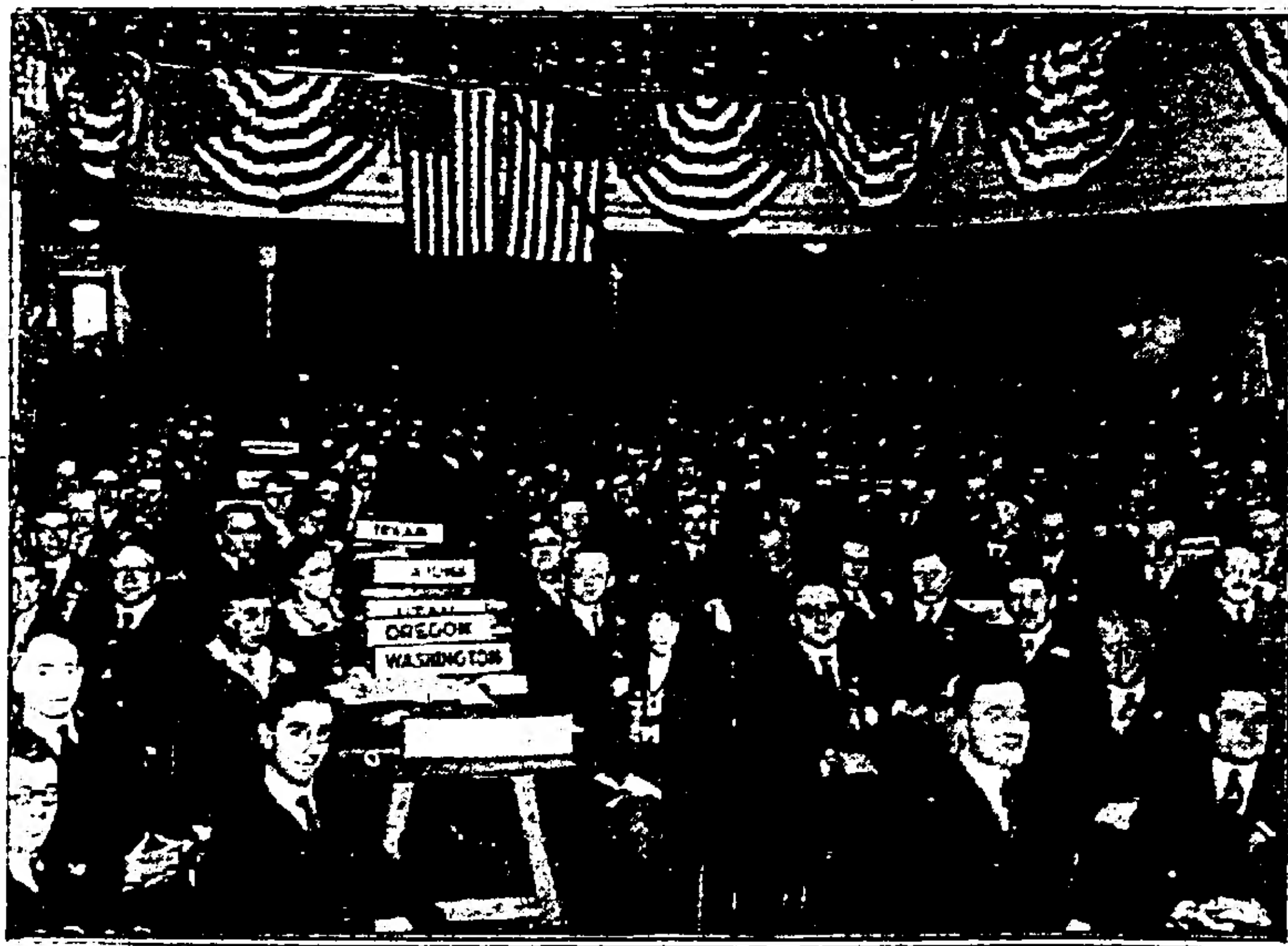
MINISTER TO SWITZERLAND.

Mr. Hampson Gary, the new U.S. Minister to Switzerland, and his wife.



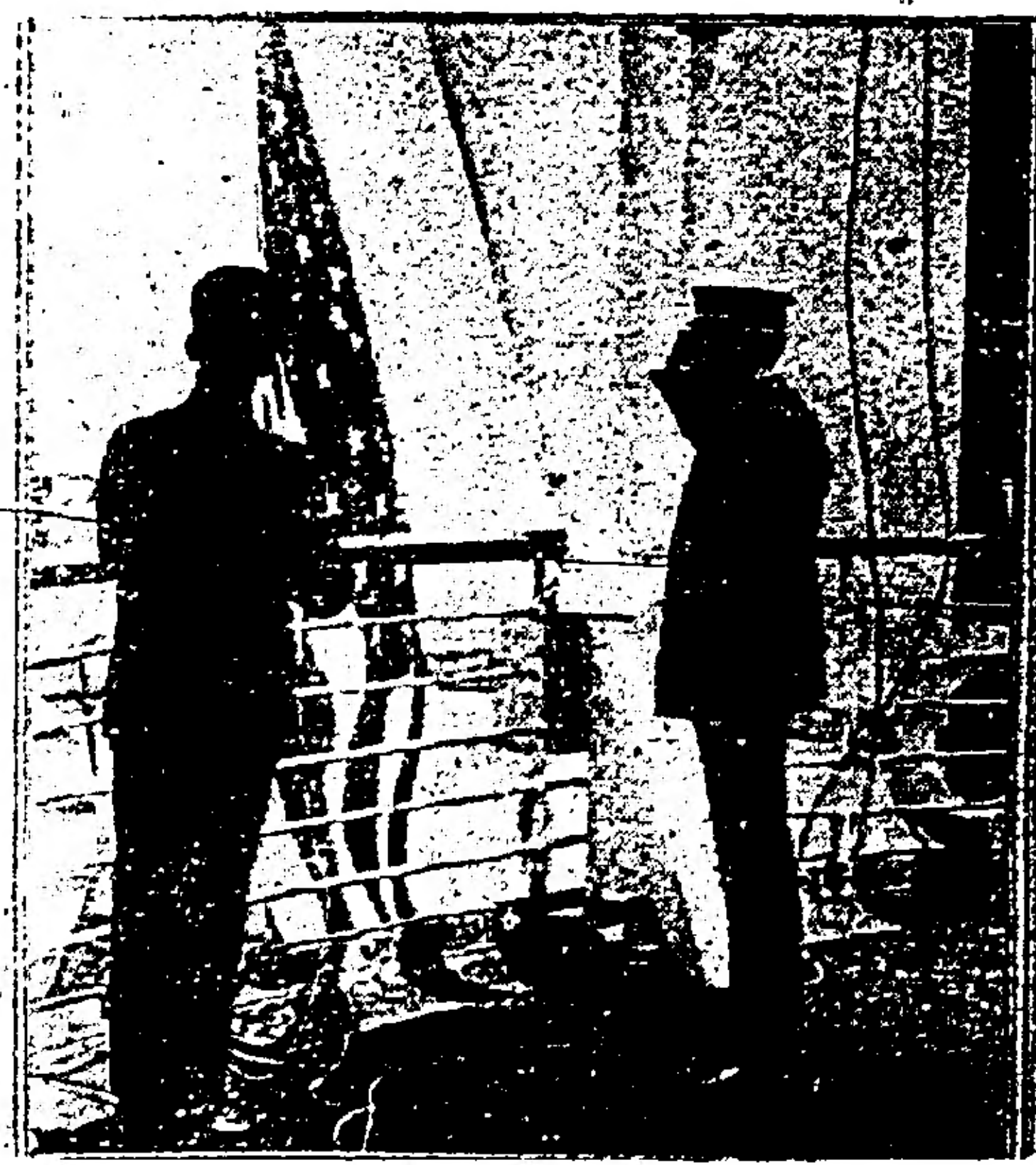
NOTED TENOR.

Signor Bone, tenor of the Chicago Opera Co., who has just arrived in Europe.



SOCIALISTS CONFER.

The National Convention of the U.S. Socialist Party, meeting in New York.



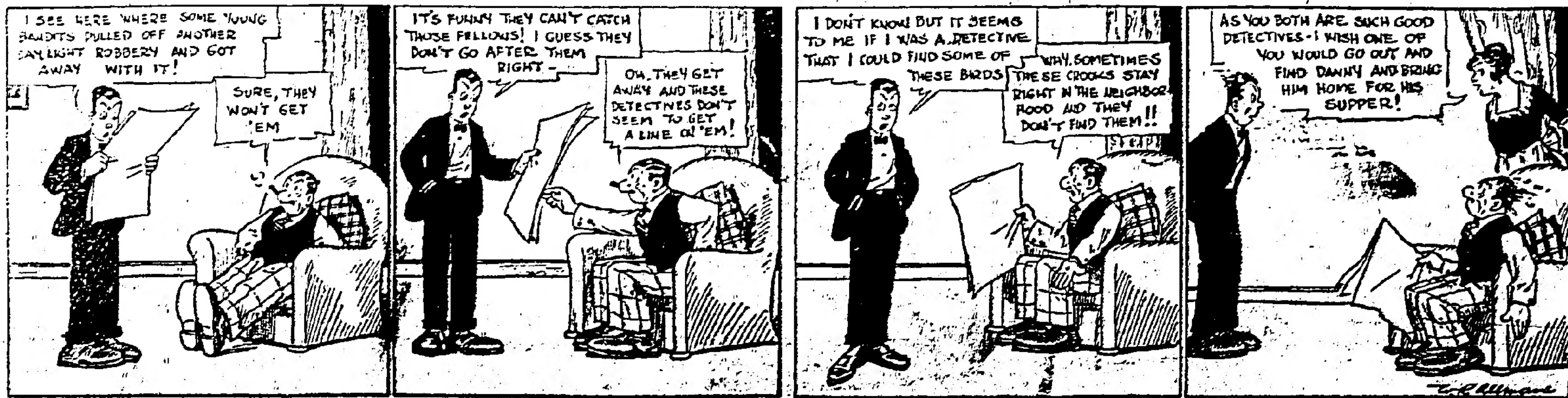
EX-GERMAN SHIP.

The Shipping Board's s.s. Huron being formally turned over to the Munson Line in New York. She is the former German liner Friedrich der Grosse.

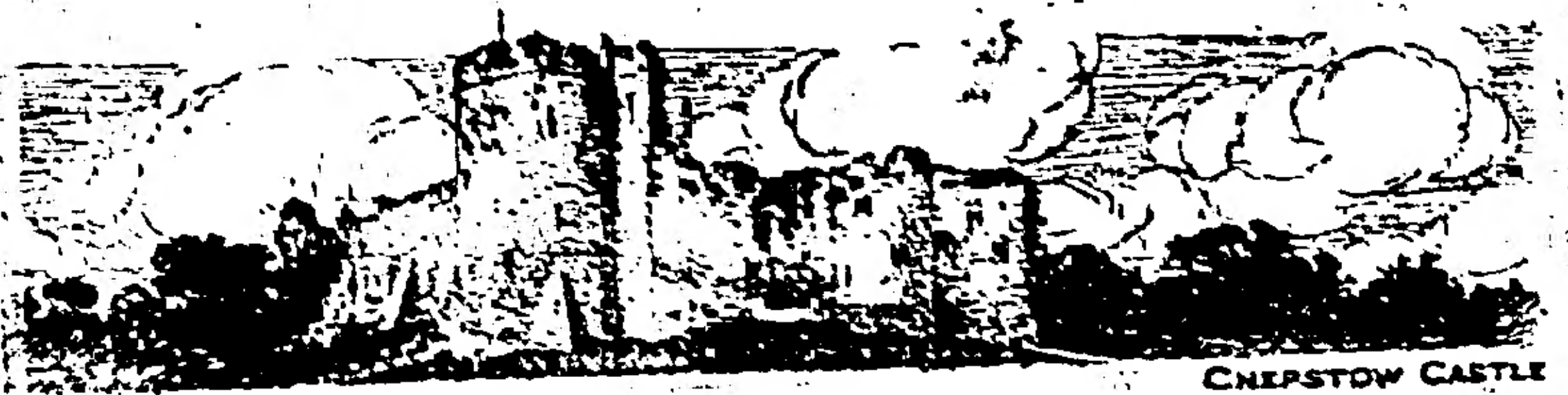
DOINGS OF THE DUFFS

They Get a Chance To Demonstrate.

BY ALLMAN



NOTICES.



Just Pure
Rich Mellow
Virginia
Tobacco



The
"Three Castles"
Cigarettes

THE CIGARETTE WITH THE PEDIGREE

If you smoke a pipe of course you smoke "CAPSTAN NAVY CUT"

This advertisement is issued by British-American Tobacco Co. (China) Ltd.

POST OFFICE.

Telegraphic Communication with Waplan Lighthouse is interrupted.

Owing to the troubles existing in the province of Szechwan the parcel post service to place west of CHUNG HING is suspended until further notice.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at, or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Manila, U.S.A. and Canada—Per EMPRESS OF RUSSIA, 25th June.
Straits—Per TOYAMA M., 25th June.
Japan—Per MALACCA, 25th June.
Straits and Calcutta—Per NAGAO, 25th June.
Straits—Per ATSUTA M., 30th June.

OUTWARD MAILS.

TO-MORROW.
Swatow & Bangkok—Per KAO SAMUD, 25th June, 9 a.m.
Shanghai and North China—Per TEAN, 25th June, 3 p.m.
Dairen—Per HSIN PING ON, 26th June, 3 p.m.
Fort Bayard—Per SHUN-CHONG, 25th June, 3 p.m.
Saigon—Per PROSPER, 16th June, 5 p.m.
Tourage—Per KWAI WAI, 25th June, 5 p.m.
Weihaiwei, Chefoo & Tientsin—Per CHEONGSHING, 26th June, 5 p.m.

SUNDAY, 27TH JUNE.

Swatow, Amoy and Formosa via Keelung—Per KAIJO M., 27th June, 9 a.m.
Swatow & Straits—Per LIANG-CHOW, 27th June, 9 a.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt & EUROPE VIA MARSEILLE—Per INABA M., 27th June, Reg. 9 a.m. Letters 9 a.m.

MONDAY, 28TH JUNE.

Philippine Islands, Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America & EUROPE VIA VICTORIA H.C.—Per ARABIA MARU, 28th June, Reg. 9.45 a.m. Letters 9.30 a.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Bombay, Aden, Egypt & EUROPE VIA MARSEILLE—Per PORTHOS, 28th June, Reg. 9.45 p.m. Letters 10.30 a.m.
Java & Port Moresby via Batavia—Per HAIYANG, 28th June, 3 p.m.
Philippine Islands—Per HAN-YANG, 28th June, 3 p.m.
Weihaiwei, Chefoo & Tientsin—Per HUICHOW, 28th June, 3 p.m.

TUESDAY, 29TH JUNE.

Haitow, Pakhoi and Haiphong—Per KAIKONG, 29th June, 8 a.m.
Amoy & Shanghai North China—Per SHANTUNG, 29th June, 9 a.m.
Swatow & Bangkok—Per CHU-SAN, 29th June, 10 a.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Bombay, Aden, Egypt & EUROPE VIA MARSEILLE—Per KAR-MALA, 29th June, Reg. 9.45 a.m. Letters 10.30 a.m.
The Parcel Mail will be closed on Monday, 28th June, at 5 p.m.
Swatow, Amoy & Fookhow—Per HA-HONG, 29th June, 1 p.m.

WEDNESDAY, 30TH JUNE.

Philippine Islands, Formosa via Keelung, Shanghai N. China, Japan via Moji, Canada, United States, Central and South America & EUROPE VIA VICTORIA—Per TAJIMA MARU, 30th June, Reg. 8.45 a.m. Letters 9.30 a.m.

THURSDAY, 1ST JULY.

Japan via Nagasaki, Canada, United States, Central and South America, and EUROPE VIA VANCOUVER—Per EMPRESS OF RUSSIA, 1st July, Reg. 9.45 a.m. Letters 10.30 a.m.

WEATHER REPORT

June 25d. 11h. 45m.—No reports from Japanese stations. Pressure has decreased slightly at the majority of reporting stations; a depression is situated over Tongking.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.49 inch. Total since annual 1st, 45.43 inches, against an average of 35.34 inches.

FORECAST FOR THE 24 HOURS ENDING AT 10 ON TO-MORROW.

District	Forecast
1 Hongkong to Gap Rock	S. & S.W. winds, fresh; cloudy, occasional rain.
2 Formosa Channel	The same as No. 1.
3 South coast of China between H.K. & Hainan.	The same as No. 1.
4 South coast of China between H.K. & Hainan.	The same as No. 1.

C. W. JEFFRIES, Director.
H.K. Observatory, June 25.

Shanghai, N. C. Japan via Kobe—Per ATSUTA M., 1st July, 10 a.m.

FRIDAY 2ND JULY.

Swatow, Amoy & Fookhow—Per HAICHING, 2nd July, 1 p.m.

SATURDAY, 3RD JULY.

Philippine Islands, Japan via Kobe & Saito—Per MAQUAN, 3rd July, 2 p.m.

SUNDAY, 4TH JULY.

Philippine Islands, Formosa via Keelung, Shanghai N. China, Japan via Nagasaki, Canada, United States, Central and South America and EUROPE VIA VICTORIA—Per KATORI MARU, 4th July, Reg. 9 a.m. Letters 9 a.m.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES

Banks.	
H.K. & S. Bank b.	650
Marine Insurance.	
Canton b.	395
North China n.	160
Colon n.	200/195
Yangtze n.	225
Far Eastern n.	175
Fire Insurance.	
China Fire n.	128
H. K. Fire b.	308
Shipping.	
Douglas n.	85
H.K. Steamboat n.	21
Indos (Prof.) n.	18
Indos (Def.) L.R. n.	2124
Shells n.	137.6
Ferries n.	234
Refineries.	
Sugars b. 231 sa.	232/3
Malabona b.	56
Mining.	
Kailans n.	100
Langkats n.	19
Shanghai Loans n.	19
Shai Explorations b.	1.30
Raubs b.	35
Ironohs n.	27.5
Ural Caspians n.	27.5
Docks, Wharves, Godowns, &c.	
H.K. Wharves b. & sa.	85
K. Docks n.	151
Shai Docks n.	125
N. Engineering n.	1.25
Lands, Hotels & Buildings.	
Centrals b.	106
H.K. Hotels n.	1254
L. Invest. b.	1104
H. Phreys Est. b.	7.35
K. Loan Lands n.	49
L. Reclamations n.	149
West Points b.	51
Cotton Mills.	
Wos n.	1.600
Kung Yik n.	1.64
Lau Kung Mow n.	—
Oriental n.	—
Shai Cottons n.	1.395
Yangtze n.	1.40
Miscellaneous.	
Casapts b. 7.30 sa.	7.107.30
China Bortos n.	—
Do. Light old s.	81.6
China Providents b.	7.19
Dairy Farms n.	25
Electric H.K. n.	20
Electric Macao n.	43
Hongkong Ropes sa.	24
H. Tramways n.	6.80
Peak Trams old b.	5.60
Do. new b.	—
Steam Laundries b.	46
Steel Foundries n.	13
Water-works b.	5.35
Watsons sa.	32
Wm. Powell b.	35
Wisemans n.	35

Hongkong, June 25, 1920.

EXCHANGE.

(Opening Rate: closing Rate on Page 11.)
SELLING.

T/T	37
Demand	37 1/2
10 d/s	37 1/2
60 d/s	37 1/2
4 m/s	37 1/2
T/T Shanghai	Nom.
T/T Singapore	154
T/T Japan	131
T/T India	Nom.
Demand, India	Nom.
T/T San Francisco	71
(New York)	185
T/T Japan	Nom.
T/T Marks	8.70
T/T France	8.70
Demand, Paris	8.70

BUYING.

4 m/s. L/C	39 1/4
4 m/s. D/P	39 1/4
6 m/s. L/C	310
10 d/s. Sydney and Melbourne	310 1/4
(San Francisco & New York)	72 1/4
4 m/s. Marks	Nom.
4 m/s. France	9.30
6 m/s. France	9.50
Demand, Germany	71 1/4
Demand, New York	71 1/4
T/T Bombay	Nom.
Demand, Bombay	Nom.
T/T Calcutta	Nom.
Demand, Calcutta	15 1/4
Demand, Manila	15 1/4
Demand, Singapore	15 1/4
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	53 1/4
Sovereign	54.5 Nom.
Gold leaf per Tael	38
Bar Silver, ready	50 1/4
Bar Silver, 495	49 1/4
Bank of England rates 7 1/2	—
New York/London	3.90 1/4

SUBSIDIARY CENS.

H'kong 50 cts. pieces	\$1 1/2 dis.
10	\$1 1/2 dis.
5	\$1 dis.
Canton subcoins	\$1 1/2 dis.

NOTICES.



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SOLE AGENTS

Mitsui Bussan Kaisha.

TIDE TABLE.

21st to 27th June 1920.

Time	High Water	Low Water	Time	High Water	Low Water
Mon. 21	11 54	4 44	Mon. 21	11 54	4 44
Tue. 22	12 04	4 54	Tue. 22	12 04	4 54
Wed. 23	12 14	5 04	Wed. 23	12 14	5 04
Thu. 24	12 24	5 14	Thu. 24	12 24	5 14
Fri. 25	12 34	5 24	Fri. 25	12 34	5 24
Sat. 26	12 44	5 34	Sat. 26	12 44	5 34
Sun. 27	12 54	5 44	Sun. 27	12 54	5 44

in morning, & afternoon.

ENTERTAINMENTS.

Tel. No. 1743. **CORONET** Tel. No. 1743.

TO-DAY at 1 p.m.

MARGUERITE CLARK

"THE FORTUNES OF FIFI"

At 5.15 & 9.15 p.m.

BUSHMAN & BAYNE

"THE BRASS CHECK"

At 7.15 p.m.

"ELMO THE MIGHTY"

EPISODES 15 & 16.

HONCKONG THEATRE

TO-NIGHT at 5.15 and 9.15 p.m.

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